Airworthiness Directive

AD No.: 2026-0217

Issued: 12 November 2026

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:	Type/Model designation(s):
ATR-GIE AVIONS de TRANSPORT RÉGIONAL	ATR 42 and ATR 72 aeroplanes

Effective Date:	26 November 2026
TCDS Number(s):	EASA.A.084
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2025-0110 dated 14 May 2025.

ATA 55 – Stabilizers – Horizontal Stabilizer Front, Centre Box and Front Spar Web – Inspection

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Manufacturer(s):

ATR-GIE Avions de Transport Régional, formerly EADS ATR - Alenia, Aerospatiale Matra ATR - ALENIA, Aerospatiale - Alenia, Aerospatiale - Aeritalia

Applicability:

ATR 42-500 and ATR 72-212A aeroplanes having a manufacturer serial number (MSN) as listed in the SB1 or the SB2, as defined in this AD.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB1: ATR Service Bulletin (SB) ATR42-55-0020 Revision 04 or ATR SB ATR72-55-1013 Revision 04, as applicable.

The SB2: ATR SB ATR42-55-0025 Revision 01 or ATR SB ATR72-55-1018 Revision 01, as applicable.

Groups: Group 1 aeroplanes are those having an MSN as listed in the SB1, and which are not Group 2.
Group 2 aeroplanes are ATR 42-500 aeroplanes having MSN 530, 534, 537, 539, 542, 544, 549, 551, 554, 556, 559, 561, 564, 566, 569, 571, 574, 576, 579, 581, 584, 586, 589, 591, 594, 596, 599, 602,

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603, 604, 605, 606, 607, 608, 609, 610, 611, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 625, 627, 631, 633, 637, 639, 641, 645, 647, 649, 651, 653, 655, 659, 661, 667, 669, 1604, 1613, 1615 or 1616, and
ATR 72-212A aeroplanes having MSN 560, 567, 568, 570, 573, 575, 577, 578, 585, 588, 592, 595, 597, 600, 628, 630, 632, 634, 636, 644, 646, 648, 650, 652, 654, 658, 662, 666, 672, 674, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 690, 692, 694, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 722, 723, 724, 726, 727, 728, 730, 731, 734, 735, 736, 740, 741, 742, 744, 745, 746, 747, 748, 749, 751, 752, 753, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 769, 1629, 1637, 1649, 1673, 1696, 1735, 1741 or 1753.

Group 3 aeroplanes are those having an MSN as listed in the SB2.

Depending on the MSN, certain aeroplanes can be both a Group 1 and a Group 3 aeroplane, or a Group 2 and a Group 3 aeroplane.

Affected area(s) 1: Horizontal stabilizer (HS) left-hand and right-hand leading edge lateral ribs, the box in between and the centre box upper panel; and HS forward back-up fitting.

Affected area(s) 2: HS front spar web and centre box internal area.

Reason:
Several occurrences were reported, where loose fasteners and cracks were found in the affected area(s) 1 on some in-service aeroplanes. Subsequent investigations identified possible manufacturing deviations, resulting in a list of Horizontal Tail Planes (HTP) which might be affected by similar issues.

This condition, if not detected and corrected, could reduce the structural integrity of the aeroplane.

To address this potential unsafe condition, ATR issued SB ATR42-55-0020 and SB ATR72-55-1013, both later revised, to provide inspection instructions. Consequently, EASA issued AD 2023-0125 to require a one-time detailed inspection (DET) of the affected area(s) 1, as defined in this AD, and, depending on findings, accomplishment of applicable corrective action(s).

After that AD was issued, it has been determined that additional aeroplanes are affected, and that also the affected area(s) 2, as defined in this AD, have to be inspected.

Consequently, ATR issued SB ATR42-55-0020 and SB ATR72-55-1013, both at Revision 03, to extend the effectivity, and SB ATR42-55-0025 and SB ATR72-55-1018, both at original issue, to introduce additional inspection instructions. As a result, EASA issued AD 2025-0110, superseding EASA AD 2023-0125, retaining its requirements, expanding the applicability, and requiring inspections of additional areas.

Since that AD was issued, further analysis determined that, for Group 2 and Group 3 aeroplanes, the compliance time for the DET must be reduced. Additionally, ATR published the SB1 and SB2, as defined in this AD.

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For the reasons described above, this AD retains the requirements of EASA AD 2025-0110, which is superseded, and, for certain aeroplanes, requires the one-time DET of the affected areas within reduced compliance time.

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

(1) Within the compliance time specified in Table 1 of this AD, as applicable, accomplish a one-time DET of the affected area(s) 1 and the affected area(s) 2, in accordance with the instructions of the SB1 or the SB2, as applicable.

Table 1 – Compliance Time and Applicable SB

Groups	Compliance Time	SB
1	Within 24 months after 06 July 2023 [the effective date of EASA AD 2023-0125]	SB1
2	Within 20 months after 28 May 2025 [the effective date of EASA AD 2025-0110]	SB1
3	Within 20 months after 28 May 2025 [the effective date of EASA AD 2025-0110]	SB2

Corrective Action(s):

(2) If, during the DET as required by paragraph (1) of this AD, any discrepancy as defined in the SB1 or the SB2, as applicable, is detected, before next flight, contact ATR for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly. If no compliance time for the repair is identified in those instructions, accomplish those instructions before next flight.

Credit:

(3) Inspection of the affected area(s) 1 accomplished on an aeroplane before the effective date of this AD, in accordance with the instructions of SB ATR42-55-0020 at original issue, Revision 01 or Revision 02 or Revision 03, or of SB ATR72-55-1013 at original issue, Revision 01 or Revision 02 or Revision 03, as applicable, is acceptable to comply with the affected area(s) 1 inspection requirement of paragraph (1) of this AD for that aeroplane.

(4) Inspection of the affected area(s) 2 accomplished on an aeroplane before the effective date of this AD, in accordance with the instructions of SB ATR42-55-0025 at original issue, or of SB ATR72-55-1018 at original issue, as applicable, is acceptable to comply with the affected area(s) 2 inspection requirement of paragraph (1) of this AD for that aeroplane.

Ref. Publications:

ATR SB ATR42-55-0020 original issue dated 02 March 2023, or Revision 01 dated 24 July 2023, or Revision 02 dated 03 September 2024, or Revision 03 dated 31 January 2025, or Revision 04 dated 06 June 2025.

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ATR SB ATR72-55-1013 original issue dated 02 March 2023, or Revision 01 dated 24 July 2023, or Revision 02 dated 03 September 2024, or Revision 03 dated 31 January 2025, or Revision 04 dated 06 June 2025.

ATR SB ATR42-55-0025 original issue dated 03 February 2025, or Revision 01 dated 06 June 2025.

ATR SB ATR72-55-1018 original issue dated 03 February 2025, or Revision 01 dated 06 June 2025.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 10 December 2026. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a compressed ('zipped') file, attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: ATR - GIE Avions de Transport Régional, Continued Airworthiness Service, Telephone: +33 (0) 5 62 21 62 21, Fax: +33 (0) 5 62 21 67 18;
E-mail: continued.airworthiness@atr-aircraft.com.

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