



Airworthiness Directive Cancellation Notice

AD No.: 2016-0046-CN

Issued: 13 January 2026

Note: This Airworthiness Directive (AD) Cancellation Notice (CN) 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.

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

Effective Date: 13 January 2026

TCDS Number(s): EASA.A.084

Foreign AD: Not applicable

Cancellation: This Notice cancels EASA AD 2016-0046 dated 09 March 2016.

ATA 22 – CANCELLED: Auto Flight – Auto Pilot and Yaw Damper – Operational Limitations

CANCELLED: Aircraft Flight Manual – Amendment

Manufacturer(s):

ATR-GIE Avions de Transport Régional (ATR), formerly Aerospatiale – Aeritalia, Aerospatiale – Alenia, Aerospatiale ATR – Alenia, EADS ATR – Alenia

Applicability:

ATR 42-500 and ATR 72-212A aeroplanes, all manufacturer serial numbers, if modified in production by incorporating ATR modification 6977 (New Avionics Suite Standard 2) or modified in service by incorporation of ATR Service Bulletin (SB) ATR42-31-0091, or ATR SB ATR72-31-1092, as applicable.

Definitions:

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

None.

Reason:

Following investigations after EASA AD 2015-0237R1 was issued, additional flight tests evaluations performed on ATR aeroplanes equipped with New Avionics Suite (NAS) Standard (STD) 2.0 have revealed an unsatisfactory behaviour of the Yaw Damper / Autopilot (YD/AP), when in 'single source operation' (i.e. one Air Data Computer (ADC) inoperative, one Attitude and Heading Reference



System (AHRS) inoperative, or failure of both Direct Current (DC) Generators), upon a sudden engine power asymmetry at low Indicated Air Speed (IAS).

This unsatisfactory behaviour is due to the YD limited authority in single source and is characterised by inappropriate flight equilibrium, with important flight control efforts needed on the roll axis to safely control the aeroplane.

This condition, if not corrected, could result in loss of control of the aeroplane. Consequently, EASA issued AD 2016-0046 to require amendment of the applicable Aircraft Flight Manual (AFM) to introduce AP and YD operational restrictions, when in single source and operating at an IAS below 160kt.

Since that AD was issued ATR records confirm that only one in-service aircraft is equipped with NAS STD 2.0 and the AFM of that aeroplane already includes the content mandated by AD 2016-0046, ensuring compliance without any further action required to be done by the operator. The remaining fleet is either not affected by the unsafe condition addressed by that AD or is equipped with NAS STD versions more recent than 2.0, which are not subject to the unsafe condition addressed by that AD.

This Notice cancels EASA AD 2016-0046.

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

None.

Ref. Publications:

ATR SB ATR42-31-0091, dated 17 December 2014.

ATR SB ATR72-31-1092, dated 07 October 2014.

Remarks:

1. This AD-CN was posted on 08 December 2025 as PAD 25-180-CN for consultation until 05 January 2026. No comments were received during the consultation period
2. Enquiries regarding this AD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of this AD-CN, 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.

