Airworthiness Directive

AD No.: 2026-0038

Issued: 26 February 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:

ATR-GIE AVIONS DE TRANSPORT REGIONAL

Type/Model designation(s):

ATR 42 and ATR 72 aeroplanes

Effective Date: 12 March 2026

TCDS Number(s): EASA.A.084

Foreign AD: Not applicable

Supersedure: None

ATA 21 – Air Conditioning – Integrated Air System Control – Modification

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Manufacturer(s):

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

Applicability:

ATR42-500 and ATR72-212A aeroplanes, all manufacturer serial numbers (MSN).

Definitions:

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

The SB: ATR Service Bulletin (SB) ATR42-21-0083 or SB ATR72-21-1065, as applicable.

Affected SW: Integrated Air System Control (IASC) Software (SW) 3.1 (Part Number (P/N) 71236A010201 for ATR 72 aeroplanes) or 4.0 (P/N 71236A010301 for ATR 42 and ATR72 aeroplanes).

Improved SW: IASC SW 5.0 (P/N 71236A010401).

Groups: Group 1 aeroplanes are ATR42-500 aeroplanes, all MSN, on which ATR modification (mod) 07700 was embodied in production, except aeroplanes modified in accordance with ATR mod 10468 in production,

and

ATR72-212A aeroplanes, all MSN, on which ATR mod 07696 and 10184 were embodied in production, except aeroplanes modified in accordance with ATR mod 10468 in production.

Group 2 aeroplanes are those which are not Group 1 aeroplanes.

Reason:

Two in-service events revealed abnormal cabin pressure increase associated with a high negative cabin altitude rate during take-off.

Investigations determined that an internal failure of the IASC analog-to-digital converter could generate erroneous pressure-sensor digital values. This failure may trigger an inadvertent full-speed closure of the Outflow Valve (OFV), leading to rapid cabin pressure variations.

This condition, if not corrected, could induce excessive cabin altitude rate with potential adverse physiological effects on aeroplane occupants.

To address this potential unsafe condition, ATR developed IASC software version 5.0 (defined as improved SW in this AD) to remove the faulty conversion logic and prevent uncommanded OFV closure and issued the SB accordingly.

For the reason described above, this AD requires modification of the aeroplane by installing the improved SW and prohibits (re-)installation of affected SW on any aeroplane.

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:

SW Modification:

(1) For Group 1 aeroplanes: Within 750 flight hours or 6 months, whichever occurs first after the effective date of this AD, modify the aeroplane by installing improved SW in accordance with the instructions of the SB.

Alternative Method of Compliance:

(2) Installing an IASC software approved later than the improved SW on an aeroplane, in accordance with applicable ATR approved instructions, is an acceptable alternative method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Parts Installation:

(3) For Group 1 and Group 2 aeroplanes: Do not install an affected SW on any aeroplane as required by paragraph (3.1) or (3.2) of this AD, as applicable:

(3.1) For Group 1 aeroplane: After the SW modification as required by paragraph (1) of this AD.

(3.2) For Group 2 aeroplanes: From the effective date of this AD.

Ref. Publications:

ATR SB ATR42-21-0083 original issue dated 19 November 2025.

ATR SB ATR72-21-1065 original issue dated 19 November 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. This AD was posted on 19 January 2026 as PAD 26-007 for consultation until 16 February 2026. The Comment Response Document can be found in the EASA Safety Publications Tool, in the 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.