



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-039R1

Issued: 27 April 2026

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name: **Type/Model designation(s):**

ATR-GIE AVIONS de TRANSPORT RÉGIONAL ATR 42 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.084

Foreign AD: Not applicable

Supersedure: This AD supersedes Direction Generale de L'aviation Civile (DGAC) France AD 2002-431(B) dated 21 August 2002.

ATA 27 – Flight Controls – Stabilizers / Elevator lower panels – Inspection / Rework

Manufacturer(s):

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

Applicability:

ATR 42-400 and ATR 42-500 aeroplanes, all manufacturer serial numbers (MSN).

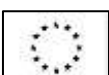
Definitions:

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

The AOM: ATR Airworthiness Operator Message (AOM) 2025/15 Issue 03.

The SB: ATR Service Bulletin (SB) ATR42-55-0026.

Affected parts: Elevator having a Part Number (P/N) and a serial number (s/n) listed in Appendix 01 of the AOM, as defined in this AD; or an elevator on which the identification plate is missing (or not readable).



Aeroplane date of manufacture: The date of issuance of the EASA Form 52 (or equivalent), which is referenced in ATR documentation.

Groups:

Group A aeroplanes are those having MSN 1601, 1617 and 1618, provided neither the elevator nor the trim rod P/N S2738197100600 were removed or replaced on the aeroplane after the date of manufacture.

Reason:

During inspections on the final assembly line, cases of contact between the pitch trim rod and the elevator lower skin were reported when the trim was commanded to the nose-up position with the elevators in full up position. Further investigation revealed that this condition resulted from incorrect application of the elevator lower skin and front spar cut-outs, which may lead to interference between the trim rod and the elevator structure.

This condition, if not detected and corrected, could result in damage of the trim rod, potentially resulting in rod failure and disconnection of the pitch tab control and reduced longitudinal control of the aeroplane.

To address this potentially unsafe condition DGAC France issued AD 2002-431(B) requiring inspection and increase the gap between the elevator skin and the tab rod in accordance with ATR SB ATR42-55-0010 and ATR SB ATR42-55-0009 (ATR modification (mod) 5385), respectively.

Since that AD was issued it was determined that the mod 5385 was not properly implemented during production, and some elevators were released to service without the corrected cut-out.

Consequently, ATR issued the SB, as defined in this AD, to provide instructions for inspection and rework of the affected parts. Additionally, ATR issued the AOM providing more detailed inspection instructions.

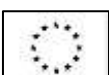
For the reason described above, this AD retains the requirements of DGAC France AD 2002-431(B), which is superseded, and requires inspection of the affected parts and accomplishment of rework.

Since the original issue of this PAD was issued, ATR published AOM 2025/15 Issue 03 clarifying the P/N and s/n formats listed in Appendix 01 of the AOM, including the different s/n structures that may appear on the elevator identification plate depending on the supplier of the affected part.

For the reason described above, this PAD is republished to make reference to ATR AOM 2025/15 Issue 03.

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:



Restatement of DGAC France AD 2002-431(B):**Inspection(s):**

- (1) For all aeroplanes, except those that have embodied ATR mod 5385 in production:
Within 24 months after 31 August 2002 [the effective date of DGAC France AD 2002-431(B)]:
 - (1.1) Accomplish an inspection of the aeroplane and, depending on finding, corrective actions in accordance with the instructions of SB ATR42-55-0010.
 - (1.2) Modify the aeroplane in accordance with the instructions of SB ATR42-55-0009.

New requirements of this AD:**Inspection(s):**

- (2) For all aeroplanes, except Group A aeroplanes: Within 750 flight hours (FH), or 6 months, whichever occurs first after the effective date of this AD accomplish the actions as required by paragraphs (2.1) and (2.2) of this AD in accordance with the instructions of the AOM:
 - (2.1) Accomplish a visual inspection to determine whether an affected part is installed on the aeroplane.
 - (2.2) If, during the inspection as required by paragraph (2.1) of this AD, an affected part is found installed on an aeroplane, inspect that affected part.

Corrective Action(s)/Rework:

- (3) If, during the inspection as required by paragraph (2.2) of this AD, any interference is found, as defined in the SB, before next flight, rework the elevator lower panels and front spars in accordance with the instructions of the SB.
- (4) If, during the inspection as required by paragraph (2.2) of this AD, no interference is found, as defined in the SB, within 8 000 FH after the effective date of this AD, rework the elevator lower panels and front spars in accordance with the instructions of the SB.
- (5) For Group A aeroplanes: Within 8 000 FH after the effective date of this AD, rework the elevator lower panels and front spars in accordance with the instructions of the SB.

Part(s) Installation:

- (6) For all aeroplanes: From the effective date of this AD, it is allowed to install an affected part on any aeroplane, provided that the lower panels and front spars of that affected part have been reworked in accordance with the instructions of the SB.

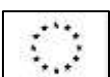
Ref. Publications:

ATR SB ATR42-55-0009 original issue dated 12 July 2002.

ATR SB ATR42-55-0010 original issue dated 12 July 2002, or Revision 1 dated 11 March 2003.

ATR AOM 2025/15 Issue 03 dated 21 April 2026.

ATR SB ATR42-55-0026 dated 16 December 2025.



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

Remarks:

1. This Proposed AD will be closed for consultation on 11 May 2026.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, 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.

