



Airworthiness Directive

AD No.: 2026-0105

Issued: 03 June 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 RÉGIONAL

Type/Model designation(s):

ATR 42 and ATR 72 aeroplanes

Effective Date: 17 June 2026

TCDS Number(s): EASA.A.084

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2023-0078R1 dated 20 April 2023.

ATA 24 – Electrical Power – Direct Current Emergency Electrical Network – Inspection / Replacement

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), except aeroplanes modified in accordance with the instructions of ATR Service Bulletin (SB) ATR42-24-0063 (modification (mod) 10538); and

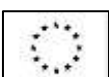
ATR 72-101, ATR 72-102, ATR 72-201, ATR 72-202, ATR 72-211, ATR 72-212 and ATR 72-212A aeroplanes, all MSN, except aeroplanes modified in accordance with the instructions of ATR SB ATR72-24-1033 (mod 10538).

Definitions:

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

The AOM: ATR Airworthiness Operators Message (AOM) 2021/05.

The SB: ATR SB ATR42-24-0062 or SB ATR72-24-1032, as applicable.



The modification SB: ATR SB ATR42-24-0063 or SB ATR72-24-1033, as applicable.

Affected part: Battery toggle switch Functional Item Number (FIN) 7PA, having Part Number (P/N) E0062C1A4AC0A or P/N 845UN01A4AC0A, which has been previously installed on another aeroplane (not new).

Serviceable part: Battery toggle switch FIN 7PA, having P/N E0062C1A4AC0A or P/N 845UN01A4AC0A which is new (not previously installed on any aeroplane).

Groups:

Group 1 aeroplanes are:

- ATR 42-500 aeroplanes, all MSN that are pre-mod 10367 and pre-SB ATR42-24-0062 and on which ATR mod 05948 (commercially known as ‘-600 version’) has been embodied in production.
- ATR 72-212A aeroplanes, all MSN that are pre-mod 10367 and pre-SB ATR72-24-1032, and on which ATR mod 05948 (commercially known as ‘-600 version’) has been embodied in production.

Group 2 aeroplanes are:

- ATR 42-500 aeroplanes, all MSN that are post-mod 10367 or post SB ATR42-24-0062 and on which ATR mod 05948 (commercially known as ‘-600 version’) has been embodied in production.
- ATR 72-212A aeroplanes, all MSN that are post-mod 10367 or post SB ATR72-24-1032, and on which ATR mod 05948 (commercially known as ‘-600 version’) has been embodied in production.

Group 3 aeroplanes are ATR 42-400, ATR 42-500 and ATR 72 aeroplanes, all MSN that are pre-mod 05948.

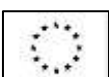
Reason:

Two occurrences were reported of temporary loss of all display units and Integrated Electronic Standby Instrument. The initial investigation results revealed that the battery toggle switch FIN 7PA and contactor FIN 1PA were two of the potential contributors to the reported cases.

This condition, if not detected and corrected, could lead to loss of control of the aeroplane.

To address this potential unsafe condition, ATR amended the Aircraft Flight Manual (AFM) and the Master Minimum Equipment List (MMEL) and issued the AOM to provide instructions for operational and electrical tests.

Consequently, EASA published AD 2021-0120-E to require temporary amendment of the applicable AFM and MMEL, an operational test of contactor FIN 1PA and, depending on findings, accomplishment of applicable corrective action(s), and electrical test (impedance measurement) of the affected part. That AD also required reporting the results of both tests to ATR.



After that AD was issued, ATR published the SB, as defined in this AD, to provide modification instructions.

Consequently, EASA published AD 2023-0078 (later revised), superseding AD 2021-0120-E, and requiring modification of the battery toggle switch FIN 7PA integration wiring, expanding the Applicability and prohibiting (re)installation of affected parts.

Since AD 2023-0078R1 was issued, ATR has identified a discrepancy in the ATR Maintenance Illustrated Parts Document, which erroneously listed as eligible for installation the battery toggle switch FIN 7PA, P/N E0062C1P4AC0A. Consequently, there is a concern that some operators may have installed this part. In addition, ATR published the modification SB, as defined in this AD, to provide modification instructions to install a battery toggle switch FIN 7PA P/N E0062C1A4AC5A. This modification constitutes an acceptable method to comply with the modification requirements of this AD.

For the reasons described above, this AD partially retains the requirements of EASA AD 2023-0078R1, which is superseded. Additionally, it mandates replacement of battery toggle switch FIN 7PA, P/N E0062C1P4AC0A, prohibits the reinstallation of affected parts and the battery toggle switch FIN 7PA, P/N E0062C1P4AC0A. This AD also introduces an optional modification constituting an acceptable method to comply with the requirements of this AD.

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:

Modification:

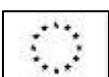
- (1) For Group 1 aeroplanes: Within 12 months after the 26 April 2023 [the effective date of EASA AD 2023-0078 at original issue], modify the battery toggle switch integration wiring in accordance with the instructions of the SB.

AFM Amendment:

- (2) Concurrently with modification of an aeroplane as required by paragraph (1) of this AD, amend the applicable AFM of that aeroplane in accordance with the instructions of the SB (see Note 1 of this AD).

Note 1: The requirements of paragraph (2) of this AD are equivalent to the requirements of paragraph (7) of EASA AD 2023-0078R1.

- (3) After modification of an aeroplane as required by paragraph (1) of this AD, the dispatch restrictions, as required by paragraph (2) of EASA AD 2023-0078R1, are no longer necessary and can be removed from the operator's MEL of that aeroplane, as applicable.
- (4) After modification of an aeroplane as required by paragraph (1) of this AD, the AFM amendment, as required by paragraph (5) of EASA AD 2023-0078R1, is no longer necessary and the procedures as specified in ATR Operations Engineering Bulletin (OEB) 56, issue 3, can be removed from the AFM of that aeroplane, as applicable.



Replacement:

- (5) For Group 2 aeroplanes having battery toggle switch FIN 7PA P/N E0062C1P4AC0A installed: Within 3 months after the effective date of this AD, replace any battery toggle switch FIN 7PA P/N E0062C1P4AC0A with a serviceable part in accordance with approved ATR maintenance instructions or in accordance with the modification SB, as applicable.

Part(s) Installation:

- (6) Do not install an affected part on any aeroplane, as required by paragraph (6.1) or (6.2) of this AD, as applicable.
- (6.1) For Group 1 aeroplanes: After modification of an aeroplane as required by paragraph (1) of this AD.
- (6.2) For Group 2 and Group 3 aeroplanes: From 26 April 2023 [the effective date of EASA AD 2023-0078 at original issue].
- (7) For Group 1 and Group 2 and Group 3 aeroplanes: From the effective date of this AD, do not install battery toggle switch FIN 7PA P/N E0062C1P4AC0A on any aeroplane.

Acceptable Method of Compliance (Optional Modification):

- (8) Modification of an aeroplane in accordance with the instructions of the modification SB constitutes an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Ref. Publications:

ATR AOM 2021/05 issue 1 dated 19 April 2021, issue 2 dated 03 May 2021, issue 3 dated 11 May 2021, issue 4 dated 16 March 2022, issue 5 dated 30 November 2022, issue 6 dated 07 March 2023, issue 7 dated 13 April 2023 and issue 8 dated 20 April 2023.

ATR SB ATR42-24-0062 original issue dated 01 March 2023, or Revision 01 dated 16 May 2023.

ATR SB ATR72-24-1032 original issue dated 01 March 2023, or Revision 01 dated 16 May 2023.

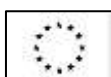
ATR SB ATR42-24-0063 original issue dated 26 January 2026.

ATR SB ATR72-24-1033 original issue dated 26 January 2026.

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 21 April 2026 as PAD 26-053 for consultation until 19 May 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.

