

COMMENT RESPONSE DOCUMENT

EASA PAD No.:26-097

[Published on 27 August 2026 and officially closed for comments on 24 September 2026]

Commenter 1: Air Cairo – Hossam El Meligy – 03/09/2026

Comment # 1

Why isn't the ATR 72-600 listed on the applicability list although it is listed on the applicability list of AOM 2026/04 Issue 1 dated 23 July 2026, and some of the ATR 72-600 have the Thales Angle of Attack (AOA) probe part number (P/N) C16363AA installed ?

EASA response:

Comment #1: Comment noted. "ATR 72-600" is the commercial designation used by ATR GIE to refer to the ATR 72-212A aircraft model fitted with NAS modification. This designation must not be used on ATR certified / approved documentation, and only mention of 'Mod 5948', 'ATR 72- 212A with Mod 5948', or ATR 72-212A '600 version' must be indicated. ATR 72-212A aeroplanes equipped with AoA probe having P/N C16363AA, independently from the modification status, are affected by the AD.

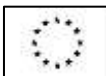
No changes have been made to the Final AD in response to this comment.

Commenter 2: DERICHEBOURG AERONAUTICS SERVICES – Evelyn FORSTER – 18 September 2026

Comment # 1

As per Parag. 2 of the PAD 26-097:

"If, during any functional check as required by paragraph (1) of this AD, the measured *I_{max}* value for an affected part is less than 0.93 A, before next flight, replace that affected part with an affected part (see paragraph (4) of this AD) or with a serviceable part in accordance with the approved ATR maintenance instructions".



Considering that for non-scheduled replacements the mechanics must have the information – otherwise, the aircraft might be already flying when the DFP review is performed –, I would like to propose the AMM to be revised/aligned with this PAD requirement:

- 1) AoA installation task ATR-A-27-36-10-01001-720A-A to determine the AoA (if affected PN C16363AA installed) to be GO or NO GO due to its measured I_{max} .
- 2) Installation task requiring the task ATR-A-27-36-XX-00001-367A-A (Check of the Angle of Attack (AOA) Probe Heating In-Rush Current) to be performed whenever the affected PN C16363AA is installed.

EASA response:

Comment #2 (1): Comment acknowledged. ATR confirmed that the implementation of GO or NO GO criteria (I_{max} value below 0.93A) into MP tasks is currently in progress. An update will be made to add these criteria within the MP task ATR-A-27-36-XX-00001-367A-A (Check of the Angle of Attack (AOA) Probe Heating In-Rush Current). Once available it will be provided to all operators.

No changes have been made to the Final AD in response to this comment.

Comment #2 (2): Comment acknowledged. Paragraph (4) of the AD requires that it is allowed to install an affected part (i.e Thales angle of attack (AoA) probe having Part Number (P/N) C16363AA) on any aeroplane provided that, before next flight after installation, it passes a functional check in accordance with the instructions of the AOM. The AOM in turn refers to ATR-A-27-36-XX-00ZZZ-367Z-A. The modified installation task ATR-A-27-36-10-01001-720A-A is available in AOM 2026/04 issue 2.

No changes have been made to the Final AD in response to this comment.

