適航指令發布單
Airworthiness Directive Issuance Form

民航局AD編號 AD number	CAA-2026-11-015	發布日期 Date issued	2026/11/27
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	ATR 42-200, ATR 42-300, ATR 42-320, ATR 42-400, ATR 42-500, ATR 72-101, ATR 72-102, ATR 72-201, ATR 72-202, ATR 72-211, ATR 72-212 and ATR 72-212A aeroplanes, all manufacturer serial numbers (MSN).		
主旨摘要 Subject	Ice and Rain Protection - De-icing System / Pressure Regulator and Shut-Off Valve - Functional Checks		

民航局 CAA

○ 本國產品 Native product

○ 其他個案 Other

設計國民航主管機構 Original Authority

○ FAA	○ Germany LBA
◉ EASA	○ CAA-NL
○ Brazil	○ UK CAA
○ Transport Canada Civil Aviation	○ Japan CAB
○ DGAC	○ CAA of Israel
	○ Other____

設計國AD編號 Original AD number	2026-0219

1. 直接採用原AD之內容? (Is the original AD directly adopted?)

◉ 是(Yes) ○ 否(No)_

a. 生效日期另訂為(Re-specify the effective date as):

b. 執行時限另訂為(Re-specify the compliance time or period as):

2. 使用人是否需要將AD執行結果向民航局提出報告?
(Do users need to report the status of compliance to the CAA?)

○ 需要(Yes) ◉ 不需要(No)

備註 Note	This AD supersedes EASA AD 2025-0011(CAA-2025-01-008) dated 10 January 2025.

註： 1. AD內容後附。
2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。
3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6330 / 6332, Fax：(02)2545-8464, adcaa@mail.caa.gov.tw

Note：1. The AD text is enclosed.
2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval.
3. For further information, please contact Civil Aviation Administration on Tel：(02)2349-6330 / 6332, Fax：(02)2545-8464, adcaa@mail.caa.gov.tw

Airworthiness Directive

AD No.: 2026-0219

Issued: 16 November 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: 30 November 2026

TCDS Number(s): EASA.A.084

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2025-0011 dated 10 January 2025.

ATA 30 – Ice and Rain Protection – De-icing System / Pressure Regulator and Shut-Off Valve – Functional Checks

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

Applicability:
ATR 42-200, ATR 42-300, ATR 42-320, ATR 42-400, ATR 42-500, ATR 72-101, ATR 72-102, ATR 72-201, ATR 72-202, ATR 72-211, ATR 72-212 and ATR 72-212A aeroplanes, all manufacturer serial numbers (MSN).

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

The AOM: ATR Airworthiness Operators Message (AOM) 2024/12 Issue 6.

Groups:
Group 1 aeroplanes are ATR 42-200, ATR 42-300 and ATR 42-320 aeroplanes, all MSN.

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Group 2 aeroplanes are:
ATR 42-400 and ATR 42-500 aeroplanes, all MSN on which ATR modification (mod) 06076 has not been embodied in production, and ATR Service Bulletin (SB) ATR42-30-0075 has not been embodied in service; and
ATR 72 aeroplanes, all MSN on which ATR mod 06076 has not been embodied in production, and ATR SB ATR72-30-1046 has not been embodied in service.

Group 3 aeroplanes are:
ATR 42-400 and ATR 42-500 aeroplanes, all MSN on which ATR mod 06076 has been embodied in production, or ATR SB ATR42-30-0075 has been embodied in service; and
ATR 72 aeroplanes, all MSN on which ATR mod 06076 has been embodied in production, or ATR SB ATR72-30-1046 has been embodied in service.

Reason:

Following a design review, it has been determined that the interval of the functional check of each Pressure Regulator and Shut-Off Valve (PRSOV), currently published in the ATR maintenance instructions, must be reduced to meet the design safety objectives due to a risk of dormant failures.

The dormant failure condition addressed by this maintenance task, if not detected and corrected, and combined with icing conditions, could ultimately result in loss of control of the aeroplane.

To address this potential unsafe condition, ATR published AOM 2024/12 at Issue 3 to provide updated instructions for repetitive functional checks of the PRSOV, at reduced intervals. Consequently, EASA issued AD 2025-0011 to require repetitive functional checks of the PRSOV, and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, updated results from the supplier's Failure Modes and Effects Analysis, as reflected in the associated ATR system safety assessment, have demonstrated the need to reduce the PRSOV functional check interval. ATR revised accordingly the AOM 2024/12, now at Issue 6.

For the reason described above, this AD partially retains the requirements of EASA AD 2025-0011, which is superseded, and reduces the intervals of repetitive functional checks of the PRSOV.

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:

Repetitive Functional Check(s):

(1) Before exceeding 750 flight hours (FH) or 6 months, whichever occurs first after 24 January 2025 [the effective date of EASA AD 2025-0011] and, thereafter, at intervals not to exceed the value as specified in Table 1 of this AD, as applicable, accomplish a PRSOV functional check, in accordance with the instructions of the AOM.

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Table 1 – Repetitive Functional Checks for PRSOV

Group	**Intervals** (whichever occurs later, A or B)
1	**A:** 190 FH since last PRSOV functional check **B:** 100 FH after the effective date of this AD, without exceeding 650 FH since last PRSOV functional check
2	**A**: 210 FH since last PRSOV functional check **B**: 100 FH after the effective date of this AD, without exceeding 700 FH since last PRSOV functional check
3	**A**: 160 FH since last PRSOV functional check **B**: 100 FH after the effective date of this AD, without exceeding 1 050 FH since last PRSOV functional check

Corrective Action(s):

(2) If, during any functional check as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the AOM. If a detected discrepancy cannot be corrected by using the instructions of the AOM, before next flight, contact ATR for approved instructions and accomplish those instructions accordingly.

Credit:

(3) Functional checks accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of the AOM Issue 1, Issue 2, Issue 3, Issue 4 or Issue 5, are acceptable to comply with the repetitive functional check requirements of paragraph (1) of this AD for that aeroplane.

(4) Corrective action(s) accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of the AOM Issue 2, Issue 3, Issue 4 or Issue 5, are acceptable to comply with the corrective action(s) requirements of paragraph (2) of this AD for that aeroplane.

Terminating Action:

(5) None.

Ref. Publications:

ATR AOM: 2024/12 Issue 1 dated 24 October 2024, Issue 2 dated 18 November 2024, or Issue 3 dated 28 November 2024, or Issue 4 dated 30 January 2025, or Issue 5 dated 03 March 2025, or Issue 6 dated 26 October 2026.

The use of later approved revisions of the above-mentioned document 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.

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2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 14 December 2026. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a 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.

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