



**AD #: 2026-08-52**

Emergency Airworthiness Directive (AD) 2026-08-52 is sent to owners and operators of Embraer S.A. Model EMB-545 and EMB-550 airplanes.

**Background**

Agência Nacional de Aviação Civil (ANAC), which is the aviation authority for Brazil, has issued Emergency AD 2026-04-02, effective April 20, 2026 (ANAC Emergency AD 2026-04-02) (also referred to as the mandatory continuing airworthiness information, or the MCAI), to correct an unsafe condition on all Embraer S.A. Model EMB-545 and EMB-550 airplanes. The MCAI states there have been reports of failures on one load path of the pitch trim actuator of the airplane horizontal stabilizer, during the accomplishment of the scheduled maintenance task: operational check of pitch trim actuator irreversibility. This failure increases the risk of failure on both load paths of the pitch trim actuator, and may leave the airplane horizontal stabilizer free to move according to aerodynamic loads, which may result in loss of control of the airplane. This emergency AD is intended to address the unsafe condition on these products.

**Related Material**

ANAC Emergency AD 2026-04-02 specifies procedures for an operational check of the pitch trim actuator of the horizontal stabilizer, an option to do a pitch trim verification, and applicable on-condition actions. The on-condition actions include replacing the pitch trim actuator if the operational check fails (i.e., either the TEST STATUS field is TEST FAILED after five minutes, or the TEST STATUS field is TEST ABORTED after repeating the operational check five times) or if the pitch trim verification fails, and performing an operational check on the replaced pitch trim actuator. ANAC Emergency AD 2026-04-02 also specifies reporting the data from the operational check and pitch trim verification.

**FAA's Determination**

These products have been approved by the aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA is issuing this AD after determining that the unsafe condition described previously is likely to exist or develop in other products of the same type design.

**Emergency AD Requirements**

This emergency AD requires accomplishing the actions specified in the MCAI.

**Interim Action**

The FAA considers that this emergency AD is an interim action. The inspection reports required by this AD would enable the manufacturer to obtain better insight into the nature, cause, and extent of the unsafe condition and eventually to develop final action to address the unsafe condition. Once final action has been identified, the FAA might consider further rulemaking.

## **Justification for Immediate Adoption and Determination of the Effective Date**

Section 553(b) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for “good cause,” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

An unsafe condition exists that requires the immediate adoption of this emergency AD to all known U.S. owners and operators of these airplanes. The FAA has found that the risk to the flying public justifies forgoing notice and comment prior to adoption of this rule because of reports of in-service pitch trim actuator failures on one load path, which, if not addressed, could increase the risk of losing both load paths of the pitch trim actuator, potentially allowing the horizontal stabilizer to move freely under aerodynamic loads and could result in loss of control of the airplane. Additionally, the compliance time in this AD is shorter than the time necessary for the public to comment and for publication of the final rule. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to 5 U.S.C. 553(b).

In addition, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days, for the same reasons the FAA found good cause to forgo notice and comment.

## **Paperwork Reduction Act**

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to take approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

## **Authority for this Rulemaking**

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency’s authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

## **Presentation of the Actual Emergency Airworthiness Directive**

The FAA is issuing this emergency airworthiness directive under 49 U.S.C. 106(g), 40113, and 44701 according to the authority delegated to me by the Administrator.

**2026-08-52 Embraer S.A.:** Project Identifier MCAI-2026-00437-T.

### **(a) Effective Date**

This emergency airworthiness directive (AD) is effective upon receipt.

### **(b) Affected ADs**

None.

### **(c) Applicability**

This emergency AD applies to all Embraer S.A. Model EMB-545 and EMB-550 airplanes, certificated in any category.

### **(d) Subject**

Air Transport Association (ATA) of America Code 27, Flight controls.

### **(e) Unsafe Condition**

This emergency AD was prompted by reports of in-service pitch trim actuator failures on one load path. The FAA is issuing this emergency AD to address pitch trim actuator failures. The unsafe condition, if not addressed, could increase the risk of losing both load paths of the pitch trim actuator, potentially allowing the horizontal stabilizer to move freely under aerodynamic loads, which could result in loss of control of the airplane.

### **(f) Compliance**

Comply with this emergency AD within the compliance times specified, unless already done.

### **(g) Required Actions**

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, Agência Nacional de Aviação Civil (ANAC) Emergency AD 2026-04-02, effective April 20, 2026 (ANAC Emergency AD 2026-04-02).

### **(h) Exceptions to ANAC Emergency AD 2026-04-02**

(1) Where ANAC Emergency AD 2026-04-02 refers to its effective date, this AD requires using the date of receipt of this AD.

(2) Where paragraph (a)(1)(i) of ANAC Emergency AD 2026-04-02 specifies “in case of fail of the airplane HS PTA OPC”, this AD requires replacing that text with “in case of failure of the airplane HS PTA OPC (i.e., either the TEST STATUS field is TEST FAILED after five minutes, or the TEST STATUS field is TEST ABORTED after repeating the operational check five times)”.

(3) Where paragraph (a)(1)(i) of ANAC Emergency AD 2026-04-02 specifies, in case of failure, to replace the pitch trim actuator and perform an operational check, this AD requires doing those actions before further flight.

(4) Where paragraph (a)(1)(ii)(1) of ANAC Emergency AD 2026-04-02 specifies “it is prohibited to take-off the airplane. Report the failure to the applicable maintenance service and replace the PTA P/N 492600-1017 by another airworthy PTA with the same P/N, and perform a new OPC on the new PTA”, this AD requires replacing that text with “before further flight, report the failure to the applicable maintenance service and replace the PTA P/N 492600-1017 by another airworthy PTA with the same P/N, and perform a new OPC on the new PTA”.

(5) Paragraph (b) of ANAC Emergency AD 2026-04-02 specifies to report data from the operational check and pitch trim verification. For this AD, report the data at the applicable time specified in paragraph (h)(5)(i) or (ii) of this AD.

(i) If the operational check or pitch trim verification was done on or after the date of receipt of this AD: Submit the report within 10 days after accomplishing the operational check or pitch trim verification, as applicable.

(ii) If the operational check or pitch trim verification was done before the date of receipt of this AD: Submit the report within 10 days after the date of receipt of this AD.

#### **(i) Additional Emergency AD Provisions**

The following provisions also apply to this emergency AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (j)(1) of this AD and email to: AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer*: For any requirement in this emergency AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Validation Branch, FAA; or the Agência Nacional de Aviação Civil (ANAC); or ANAC’s authorized Designee. If approved by the ANAC Designee, the approval must include the Designee’s authorized signature.

#### **(j) Additional Information**

(1) For more information about this emergency AD, contact Gabriel Kim, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516-228-7343; email: Gabriel.D.Kim@faa.gov.

(2) For ANAC material identified in this emergency AD, contact ANAC, Aeronautical Products Certification Branch (GGCP), Rua Dr. Orlando Feirabend Filho, 230 - Centro Empresarial Aquarius - Torre B - Andares 14 a 18, Parque Residencial Aquarius, CEP 12.246-190 - São José dos Campos - SP, Brazil; telephone 55 (12) 3203-6600; email pac@anac.gov.br. You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th

St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

Issued on April 20, 2026.

Steven W. Thompson,  
Acting Deputy Director, Compliance & Airworthiness Division,  
Aircraft Certification Service.