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## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**Číslo: UF-2005-160**

Datum účinnosti: ihned po obdržení

**Aerospatiale/Alenia**  
modely ATR 42, ATR 72

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Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

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*Poznámky:*

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.



GSAC/T à/to:

**Réf. : GSAC/T 50/05****Date : 08/09/2005****Nb de pages : 3****EMERGENCY AIRWORTHINESS DIRECTIVE (CNU) PUBLISHED BY DIRECTION GENERALE DE L'AVIATION CIVILE (FRANCE) ON BEHALF OF EASA.****THIS TEXT IS NOT SENT TO FOREIGN OPERATORS OF AIRCRAFT NOT REGISTERED IN FRANCE. IT IS UP TO THE NATIONAL AUTHORITIES TO FORWARD IT TO THEM ON RECEIPT.****N° UF-2005-160 – ATR – ATR 72 and ATR 42 aircraft****OBJET : ATA 28 - Fuel quantity indicator.****1. EFFECTIVITY:**

ATR 42 and 72, all models, all serial numbers.

**2. REASON:**

On Saturday August 06th 2005, an ATR72-202 serial number 258 (TS-LBB) operated by Tuninter made a ditching 40km away from Palermo coast (Italy). The aircraft was performing a commercial flight from Bari (Italy) to Djerba Islands (Tunisia). There were 4 crew members and 35 passengers on board. 23 people survived the accident and 16 have been found dead.

It appears that the part number of the fuel quantity indicator fitted on the accident aircraft was not a part number prescribed by the manufacturer documentation for this aircraft model. The investigation is still on going. Presence of this inappropriate equipment may have contributed to the accident and may constitute a potential unsafe condition. It is pointed out that this potential unsafe condition should not appear if manufacturer maintenance documentation is adhered to.

The Italian ANSV has recommended that "European Aviation Safety Agency should require an ATR-72 and ATR-42 fleet inspection in order to verify the installation of the applicable Fuel Quantity Indicator (Refer to: ANSV-6/443-05/1/A/05)".

Therefore, and as a precautionary measure, this Airworthiness Directive (AD) mandates a one time inspection to check the configuration of fuel quantity indicators installed on the ATR fleet.

**3. MANDATORY ACTION AND COMPLIANCE TIMES:**

Before next flight, as prescribed by ATR AOM 42-72/2005/08 issue 5 dated 07/09/05, check that the part number of fuel quantity indicator 3QT is consistent with the one prescribed within the manufacturer documentation.

Report the results of this check to the manufacturer.

**4. REFERENCE PUBLICATION:**

ATR AOM 42-72/2005/08 issue 5 dated September 07, 2005.

**5. EFFECTIVE DATE:**

Upon receipt.

**6. REMARK:**

For questions concerning the technical contents of this AD's requirements, contact:  
ATR – Didier CAILHOL – Fax: 33 5 62216718

**7. APPROVAL:**

This AD is approved under EASA reference n° 2005-6237 dated 8 September 2005.



## ALL OPERATORS MESSAGE

Fax date: 07/09/05

Ref AOM: 42-72/2005/08 issue 5

*This AOM is for information only and does not give instructions to Operators. It advises Operators of matters, which are currently, either under investigation or dealt with by ATR. However, Operators may consider initiating their own action. This AOM may be reissued to inform Operators of the closing action (Service Bulletin, No action required, etc...).*

**Aircraft model: ATR 72**

**ATA: 00**

**SUBJECT: TUNINTER ATR72 ACCIDENT**

**REASON:**

The aim of this AOM update is to provide the ATR operators with the latest developments concerning the above-mentioned accident.

**DESCRIPTION:**

The investigations are still ongoing on the subject issue and will definitively perform a step forward when the read out of the recovered DFDR and CVR will be accomplished and available.

The hypothesis made by ATR within the previous revision of this AOM has very recently been confirmed by the Italian ANSV. An ATR42 Fuel Quantity Indicator (3QT) had been installed in the cockpit of the ATR72 TS-LBB accident aircraft.

ATR would like to remind the operators to strictly comply with the interchangeability rules upon removal and installation of any equipment on aircraft. The Illustrated Part Catalog (IPC) clearly provides for each given aircraft the equipment part numbers, which can be installed, and their effectivity within the operator's fleet.

In particular, as far as the Fuel Quantity Indicators (3QT) are concerned, the necessary information, per aircraft model, is provided through the IPC section, Chapter 28-42-80-01.

ATR reminds that the Part Number is the primary and unique identification means for any given equipment in conjunction with the IPC effectivity. The part number is indicated on the identification plate attached to the equipment.

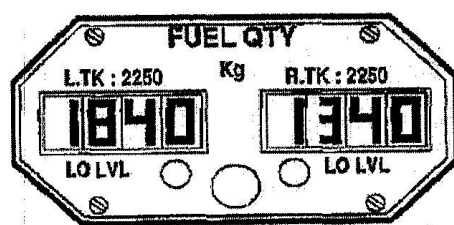


## ALL OPERATORS MESSAGE

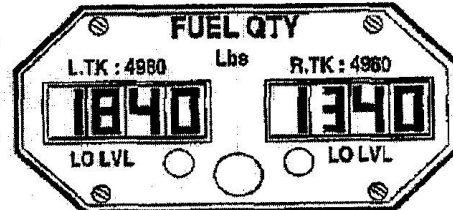
Fax date: 07/09/05

Ref AOM: 42-72/2005/08 issue 5

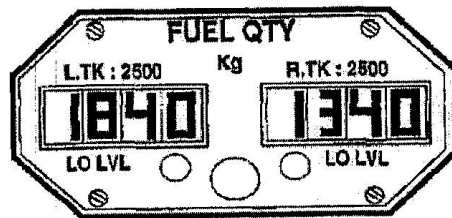
Furthermore, the ATR42 and ATR72 indicators exhibit different front sides where the maximum fuel capacity per tank is indicated either in kilograms or pounds of fuel.



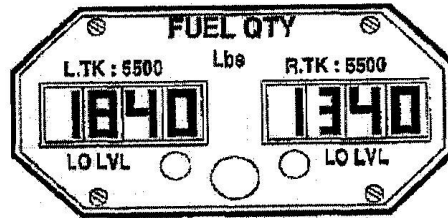
ATR 42 FQI in kg



ATR42 FQI in lbs



ATR 72 FQI in kg



ATR72 FQI in lbs

### ACTION :

ATR recommends the operators to check that their fleet configuration related to the Fuel Quantity Indicators (3QT) is compliant with the one provided within their applicable Illustrated Part Catalog on section 28-42-80-01.

ATR will update this AOM whenever additional pertinent information is available.

G. CALDARELLI  
ATR Head of Airworthiness and Safety