


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2006 - 0303</b></p> <p><b>Date: 11 October 2006</b></p>	
No person may operate an aircraft, to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
<b>Type Approval Holder's Name:</b>	<b>Type/Model designation(s):</b>	
ATR	ATR42 and ATR72 Aircraft	
TCDS Number: EASA A.084		
Foreign AD: Not applicable.		
Supersedure: DGAC AD 2002-506(B)R1 and F-2005-059 (EASA approval No. 2005-3066)		
<b>ATA 55</b>	<b>Stabilizers – Vertical Stabilizer Fin Tip – Inspection / Repair / Modification</b>	
Manufacturer:	ATR (formerly AEROSPATIALE – AERITALIA; AEROSPATIALE – ALENIA; AEROSPATIALE ATR – ALENIA; EADS ATR – ALENIA)	
Applicability:	<p>ATR42-500 and ATR72-212A aircraft, fitted with modification n°4440 (composite vertical fin) and on which the modification n°5426 (Service Bulletin ATR42-55-0012 or ATR72-55-1004) has not been embodied, except the following serial numbers :</p> <ul style="list-style-type: none"> <li>- 618 to 623 inclusive for ATR42-500 model.</li> <li>- 682, 683, 684, 687 and from 694 to 708 inclusive for ATR72-212A model.</li> </ul> <p>This Airworthiness Directive (AD) does not affect aircraft modified by SB ATR42-55-0012 original issue or by SB ATR72-55-1004 original issue.</p>	
Reason:	<p>Following rudder operation difficulties experienced on an ATR42-500, it was evidenced that the upper closing rib could be subject to fatigue cracks induced by installation stress. These cracks could lead to interference between the vertical fin tip upper closure rib and the rudder horn, and could cause the rudder to jam with consequent reduced controllability of the aircraft.</p> <p>AD 2002-506(B) R1 was issued to mandate repetitive inspection of vertical fin tip upper closure rib each 500FH.</p> <p>AD F-2005-059 was issued to mandate the terminating action in order to ensure an installation free of constraint.</p>	

	The aim of this new AD is to have only one AD that addresses the fin tip upper closure rib issue, and also to modify the interval of the mandated inspection, based on the feedback of the inspections performed.
Effective Date:	25 October 2006
Compliance:	<ol style="list-style-type: none"> <li>1. Within the next 550 flight hours from October 12<sup>th</sup>, 2002 (effective date of AD 2002-506(B) at original issue), perform the inspection of the vertical fin tip upper closure rib for crack detection, and then repair if necessary, according to the instructions given in SB ATR42-55-0011 (for ATR42-500 model) or ATR72-55-1003 Revision 1 (for ATR72-212A model).</li> <li>2. Repeat the inspection as described in paragraph 1 above at intervals not exceeding 550 flight hours from the last inspection.</li> <li>3. Within the next 4,000 flight hours from May 1<sup>st</sup>, 2005 (effective date of AD F-2005-059), and at the latest before April 30, 2008, modify installation of the vertical leading edge fairing at fin tip according to the instructions given in SB ATR42-55-0012 Revision 1 (for ATR42-500 model) or ATR72-55-1004 Revision 1 (for ATR72-212A model).</li> </ol> <p>Implementation of this modification cancels the repetitive inspection required in paragraph 2 above.</p>
Ref. Publications:	ATR SB ATR42-55-0011 original issue and SB ATR42-55-0012 Rev.1; or SB ATR72-55-1003 Rev.1 and SB ATR72-55-1004 Rev.1, as applicable, or later approved revisions.
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</li> <li>2. This AD was posted as PAD 06-209 for consultation on 08 August 2006 with a closing date for comments on 05 September 2006. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact : ATR, Didier Cailhol – Fax: +33 (0) 5 62 21 67 18 or E-mail: <a href="mailto:continued.airworthiness@atr.fr">continued.airworthiness@atr.fr</a></li> </ol>