

	AIRWORTHINESS DIRECTIVE No F-2005-059	Distribution: B	Issue date: April 13, 2005	Page : 1/2
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
	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.			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: ATR		Type(s): ATR 42 and ATR 72 aircraft		
Type certificate(s) No. 176 TCDS No 176				
ATA chapter: 55	Subject: Stabilizers - Vertical stabilizer - Fin tip upper closure rib			

1. **EFFECTIVITY:**

ATR models 42-500 and 72-212A aircraft fitted with modification No 4440 (composite vertical fin) and on which the modification No 5426 (Service Bulletin (SB) ATR 42-55-0012 or SB ATR 72-55-1004) has not been fitted, except the following serial numbers:

- 618 to 623 inclusive for ATR model 42-500,
- 682, 683, 684, 687 and from 694 to 700 inclusive for ATR model 72-212A.

Aircraft modified by SB ATR 42-55-0012 original issue or by SB ATR 72-55-1004 original issue are not affected by this Airworthiness Directive (AD).

2. **REASONS:**

Following rudder operation difficulties experienced on an ATR 42-500, AD 2002-506 R1 was issued to mandate the repetitive inspection of the vertical fin tip upper closure rib, in order to identify possible fatigue cracks induced by installation stress.


These cracks could lead to an 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.

This AD provides the terminating action to ensure an installation free of constraint and eliminate any potential crack that could be affect rudder deflection.

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

Within the next 4,000 Flight Hours time-in-service from the effective date of this AD, and at the latest before April 30, 2008, modify installation of the vertical leading edge fairing at fin tip according to the instructions given by SB ATR 42-55-0012 Revision 1 (for ATR model 42-500) or SB ATR 72-55-1004 Revision 1 (for ATR model 72-212A).

Implementation of the above modification cancels the repetitive inspection (SB ATR 42-55-0011 or SB ATR 72-55-1003) mandated by AD 2002-506 R1.

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4. **REFERENCE PUBLICATIONS:**

Service Bulletin ATR 42-55-0012 Revision 1
Service Bulletin ATR 72-55-1004 Revision 1
(Any further approved revision of these SBs is acceptable).

5. **EFFECTIVE DATE:**

May 01, 2005.

6. **REMARK:**

For questions concerning the technical contents of this AD's requirements, contact:
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7. **APPROVAL:**

This AD is approved under EASA reference No 2005-3066 dated April 05, 2005.

SUPERSEDED