



ÚŘAD PRO CIVILNÍ LETECTVÍ
ČESKÁ REPUBLIKA
Sekce technická

letišťe Ruzyně, 160 08 Praha 6
tel: 233320922, fax: 220562270

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-101/2002R1

Nahrazuje CAA-AD-101/2002

Datum vydání: 09. ledna 2003

ATR

ATR 42, ATR 72

LETOUN - KÝLOVÁ PLOCHA (ATA 55) - KONTROLA

Týká se: letadel ATR 42-500 a 72-212A s modifikací č. 4440 (composite vertical fin) mimo letadel následujících výrobních čísel:

- 618 a vyšších pro ATR 42-500,
- 682, 683, 684, 687, 694 a vyšších pro ATR 72-212A.

Datum účinnosti: 20. února 2003

Provést v termínech:

Jak je popsáno v DGAC AD 2002-506(B) R1, od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle v DGAC AD 2002-506(B) R1 (příloha tohoto PZZ).

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do letadlové knihy.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická - Ing. Stibůrek.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.
- Tento PZZ byl vypracován na základě DGAC AD 2002-506(B) R1, který nahrazuje DGAC AD 2002-506(B).

Ing. Pavel MATOUŠEK
ředitel

DGAC AD No.: 2002-506(B) R1

ATR

ATR 42 and ATR 72 aircraft

Vertical stabilizer - Fin tip upper closure rib (ATA 55)

1. APPLICABILITY:

ATR models 42-500 and 72-212A aircraft fitted with modification 4440 (composite vertical fin) except those with the following serial numbers:

- 618 and up for ATR model 42-500,
- 682, 683, 684, 687, 694 and up for ATR model 72-212A.

2. REASONS:

Rudder operation difficulties recently occurred on ground on an ATR 42-500. It has been identified that they were created by the interference between the rudder and the vertical fin upper closing rib.

The investigation has showed that the upper closing rib was subject to fatigue cracks induced by installation stress. Those cracks and subsequent part failure have then lead to the interference.

This Airworthiness Directive (AD) requires the repetitive inspection and, if necessary, the repairing of the vertical fin upper closing rib in order to prevent interference between the vertical fin upper closing rib and the rudder horn, which could cause the rudder to jam, and consequent reduced controllability of the aircraft.

The aim of this Revision 1 is to precise the AD applicability field and to introduce the revision 1 of the Service Bulletin (SB) ATR 72-55-1003.

3. COMPLIANCE:

3.1. Within the next 500 hours time-in-service from the effective date of this AD at original issue, perform the inspection of the vertical fin upper closing rib for crack detection and then repair if necessary, according to the instructions given by SB ATR 42-55-0011 (for ATR 42-500 model) and SB ATR 72-55-1003 (for ATR 72-212A model).

3.2. Repeat the actions as described in paragraph 3.1. above at intervals not exceeding 500 hours time-in-service from the last inspection.

This repetitive inspection is mandated until a terminating action is defined depending on the findings of the on-going investigations.

REF.:

- Service Bulletin ATR 42-55-0011 original issue
 - Service Bulletin ATR 72-55-1003 Revision 1
- Any further approved revision of these SB's is acceptable.

This Revision 1 replaces original AD 2002-506(B) issued on October 12, 2002.

EFFECTIVE DATE: OCTOBER 12, 2002

Original issue: OCTOBER 12, 2002

Revision 1: JANUARY 04, 2003