	<b>AIRWORTHINESS DIRECTIVE</b>  <b>No F-2005-160</b>	Distribution:  <b>B</b>	Issue date:  <b>October 12, 2005</b>	Page :  <b>1/2</b>
	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>
<b>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>				
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>UF-2005-160</b>		
Person in charge of airworthiness: <b>ATR</b>		Type(s): <b>ATR 42, ATR 72 aircraft</b>		
Type certificate(s) No. <b>176</b> TCDS No <b>176</b>				
ATA chapter:  <b>28</b>	Subject: <b>Fuel - Fuel quantity indicators</b>			

### 1. **EFFECTIVITY:**

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

### 2. **REASONS:**

On Saturday August 06<sup>th</sup>, 2005, an ATR 72-202 serial number 258 (TS-LBB) operated by TUNINTER made a ditching 40 km 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 TIME:**

Before next flight, as prescribed by ATR AOM 42-72/2005/08 issue 5 dated September 07, 2005, 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.

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2005-160</b>	Distribution: <b>B</b>	Issue date: <b>October 12, 2005</b>	Page: <b>2/2</b>
---	--	---------------------------	--	---------------------

4. **REFERENCE PUBLICATION:**

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

5. **EFFECTIVE DATE:**

Upon receipt of the emergency AD issued on September 08, 2005.

6. **REMARKS:**

This AD has been the subject of an emergency AD issued on September 08, 2005.

For questions concerning the technical contents of this AD's requirements, contact:

ATR - Didier CAILHOL - Fax: 33 5 62 21 67 18.

7. **APPROVAL:**

This AD is approved under EASA reference No 2005-6237 dated September 08, 2005.