



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2006-0335-E

Datum účinnosti: 6. listopadu 2006

AIRBUS SAS
model A310


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.

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.

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>AD No : 2006 - 0335 – E</p> <p>Date: 03 November 2006</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.		
Type Approval Holder's Name :	Type/Model designation(s) :	
AIRBUS SAS	A310 aircraft	
TCDS Number: France No 145		
Foreign AD: None		
Supersedure: None		
ATA 57, 32	Wings / Main Landing Gear (MLG) Attachment - Inspection	
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	AIRBUS aircraft A310, all certified models, all serial numbers except for those where LH and RH wing MLG rib 5 forward lugs have been repaired by installation of oversized interference fit bushes as per drawing R57249121.	
Reason:	<p>During routine visual inspection, a crack has been found in the wing MLG rib 5 forward attachment lug on two A310 in-service aircraft.</p> <p>Laboratory examination of one of the cracked ribs confirmed that the crack is due to the presence of pitting corrosion in the forward lug holes.</p> <p>Also on both aircraft medium to heavy corrosion was found in the forward lugs on the opposite wing after removal of the bushes.</p> <p>This situation if not detected, could affect the structural integrity of the MLG attachment.</p> <p>The aim of this Emergency Airworthiness Directive (EAD) is to mandate repetitive detailed visual inspections of wing MLG rib 5 aft bearing forward lugs for thorough cracks detection.</p>	
Effective Date:	06 November 2006	

Compliance:	<p>In accordance with instructions defined in AIRBUS Alert Service Bulletin (ASB) A310-57A2088,</p> <ol style="list-style-type: none"> 1. Before accumulation of 12,000 flight cycles (FC) since new or within 14 calendar days from the effective date of this EAD if the threshold of 12,000 FC has been already exceeded, perform a detailed visual inspection of the LH and RH wing MLG rib 5 aft bearing forward lugs. 2. If a crack is detected at LH and/or RH aft bearing forward lug, contact AIRBUS immediately and proceed with the replacement before next flight. 3. Repeat the inspection at intervals not exceeding 100 FC.
Ref. Publications:	<p>AIRBUS Alert Service Bulletin A310-57A2088 original issue or later approved revisions.</p>
Remarks :	<ol style="list-style-type: none"> 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. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – Airworthiness Office – EAW Fax: + 33 5 61 93 44 51.