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Sekce technická

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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-T-001/2003R1

Nahrazuje CAA-AD-T-001/2003

Datum vydání: 17. ledna 2003

AIRBUS

A300, A310, A300-600

LETOUN - OVLÁDACÍ LANA VÝŠKOVÉHO KORMIDLA - KONTROLA

Týká se: letadel AIRBUS A300, A310 a A300-600, všech certifikovaných verzí a všech výrobních čísel.

Datum účinnosti: ihned po obdržení

Provést v termínech:

| Jak je popsáno v DGAC AD 2002-608(B) R1, od data účinnosti tohoto PZZ.

Postup provedení prací:

| Dle DGAC AD 2002-608(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. Toman.

- 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 2002-608(B) R1, který nahrazuje DGAC AD 2002-608(B).

Ing. Pavel MATOUŠEK
ředitel

DGAC AD No.: 2002-608(B) R1

AIRBUS A300, A310 and A300-600 aircraft

Inspection of flight control cables (ATA 27)

1. APPLICABILITY:

AIRBUS A300, A310 and A300-600 aircraft, all certified models and all serial numbers.

2. REASONS:

Subsequent to a scheduled check on an AIRBUS A310 aircraft, an operator found two elevator control cables and one rudder control cable corroded and frayed in unpressurized zone at the rear of the fuselage.

This situation if not controlled could lead to the rupture of a primary flight control cable.

This rupture, combined with other failures (engine or other cable rupture) could lead to aircraft controllability difficulties.

Revision 1 of this Airworthiness Directive (AD) aims at clarifying the thresholds defined in paragraph 3.

3. COMPLIANCE:

a) At latest at the thresholds defined below from the Effective Date (ED) of this AD:

- 1,800 flight hours for aircraft which have accumulated, at the ED of this AD, 20,000 flight hours, or 10 years since new, whichever occurs first,
- 1,200 flight hours for aircraft which have accumulated, at the ED of this AD, 25,000 flight hours, or 13 years since new, whichever occurs first,
- 600 flight hours for aircraft which have accumulated, at the ED of this AD, 30,000 flight hours, or 16 years since new, whichever occurs first,

- inspect the pulleys of the rudder, elevator, trimmable horizontal stabilizer and rudder trim control cables located at the rear of the fuselage in unpressurized area,

- inspect the rudder, elevator, trimmable horizontal stabilizer and rudder trim control cables located at the rear of the fuselage in unpressurized area,

in compliance with the instructions of AIRBUS Service Bulletins A300-27A0197 or A310-27A2098 or A300-27A6051, original issue or any later approved revision.

b) Report the inspection results, whatever they are, to AIRBUS within the month following these inspections.

REF.:

AIRBUS Service Bulletin A300-27A0197

AIRBUS Service Bulletin A310-27A2098

AIRBUS Service Bulletin A300-27A6051

Any later approved revisions of these SBs are acceptable.

This Revision 1 replaces original AD 2002-608(B) dated December 11, 2002.

EFFECTIVE DATE:

Original issue and Revision 1: DECEMBER 21, 2002