

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-003/99

Datum vydání: 18. ledna 1999

LETADLO - NAPÁJECÍ ZDROJ ZAPALOVACÍ SOUSTAVY - MODIFIKACE

Týká se: letadel Airbus verzí A310-221, A310-222, A310-322, A300B4-620 a A300C4-620, všech výrobních čísel, která jsou uvedena v části "Applicability" DGAC AD 98-479-266(B) (příloha tohoto PZZ).

Datum účinnosti: 25. února 1999

Provést v termínech: jak je popsáno v DGAC AD 98-479-266(B).

Postup provedených prací: dle DGAC AD 98-479-266(B).

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - 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 98-479-266(B)

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

GSAC

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 98-479-266(B)

In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A310 and A300-600 Aircraft

P&W Engines - Modification to ignition system power supply (ATA 74)

APPLICABILITY:

AIRBUS INDUSTRIE aircraft, models A310-221, A310-222, A310-322, A300B4-620 and A300C4-620, all serial numbers on which AIRBUS INDUSTRIE modification No. 05388 (AIRBUS INDUSTRIE Service Bulletin A310-80-2001 or A300-80-6001) has been embodied, except for:

- aircraft on which AIRBUS INDUSTRIE modification No. 06792 on production line or

- aircraft on which AIRBUS INDUSTRIE Service Bulletin A310-74-2001 revision 4 or A300-74-6001 revision 2 on in-service aircraft

have been embodied.

REASONS:

Following the embodiment of AIRBUS INDUSTRIE modification No. 05388 on the aircraft equipped with Pratt & Whitney JT9D-7R4 engines, the two engine ignition systems (system A and system B) are connected to the emergency power supply ("EMERGENCY BUS 401XP"), which no longer complies with FAR 25.903.

ACTIONS:

Before November 30, 2000, modify the engine ignition in order to have two ignition systems with segregated power supply (system A on "NORMAL bus 202XP" and system B on "EMERGENCY BUS 401XP") in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin A310-74-2001 revision 4 or A300-74-6001 revision 2.

REFERENCES:

AIRBUS INDUSTRIE Service Bulletins :

A310-74-2001 revision 4

A300-74-6001 revision 2

A310-80-2001

A300-80-6001

(or any other later approved revision of the above referenced documents).

EFFECTIVE DATE: DECEMBER 12, 1998