

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**CAA-AD-020/99**

Datum vydání: 25. února 1999

## LETADLO - TRUP LETADLA - KONTROLA

**Týká se:** letadel Airbus A310 a A300-600 všech verzí a všech výrobních čísel, na která se vztahuje AIRBUS INDUSTRIE modifikace č. 06925.

**Datum účinnosti:** 25. března 1999

**Provést v termínech:** jak je popsáno v DGAC AD 1999-013-276(B).

**Postup provedených prací:** dle DGAC AD 1999-013-276(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 zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě DGAC AD 1999-013-276(B).*

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**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. : 1999-013-276(B)**

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

**AIRBUS INDUSTRIE**  
**A310 and A300-600 Aircraft**

Fuselage - Frame 73A at the level of the aft pax door (ATA 53)

### APPLICABILITY:

AIRBUS INDUSTRIE A310 and A300-600 aircraft, all certified models, all serial numbers, on which AIRBUS INDUSTRIE serial modification No. 06925 has been embodied.

### REASONS:

During fatigue tests performed for the A330/A340 program, a crack was found on frame FR73A inner flange between beams 5 and 6.

Frames FR73A of A330/A340 aircraft are identical to the frames installed on the A310 and A300-600 aircraft on which AIRBUS INDUSTRIE serial modification No. 06925 has been embodied.

The propagation of such crack on the full width of the inner flange, and extending into frame FR73A web, could affect the structural integrity of the airframe.

**ACTIONS:**

Before accumulation of 18,000 flight cycles or within 3,000 flight cycles following the effective date of this Airworthiness Directive, whichever occurs later, perform a High Frequency Eddy Current inspection (HFEC) of the inner flange of frame FR73A between beams 5 and 7, in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletins A310-53-2107 or A300-53-6116.

Depending on the findings of the above mentioned inspection, perform the necessary repairs before the next flight and repeat the inspections at the intervals and in accordance with the instructions defined in AIRBUS INDUSTRIE Service Bulletin A310-53-2107 or A300-53-6116.

All findings have to be reported to AIRBUS INDUSTRIE.

**REFERENCES:**

AIRBUS INDUSTRIE Service Bulletins

A310-53-2107

A300-53-6116

(at their original issue or any other later approved revision)

**EFFECTIVE DATE: JANUARY 23 1999**