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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-T-028/2004

Nahrazuje CAA-AD-064/2002R1

Datum vydání: 31. března 2004

AIRBUS

A300, A310, A300-600

LETADLOVÉ ZAŘÍZENÍ – NAVIGACE - THALES AVIONICS EQUIPMENT - KONTROLA

Týká se: letadel AIRBUS A300 verze FFCC (Forward Facing Crew Cockpit) certifikované pro A300B2-203, A300B4-203 a A300B4-220, nebo letadel A310 a A300-600 všech certifikovaných verzí a výrobních čísel jak je blíže uvedeno v části EFFECTIVITY DGAC AD F-2004-037 (příloha tohoto PZZ).

Datum účinnosti: ihned po obdržení

Provést v termínech:

Jak je popsáno v DGAC AD F-2004-037, od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle DGAC AD F-2004-037.

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 F-2004-037, který nahrazuje DGAC AD 2002-264(B) R1, jenž byl zrušen jeho revizí.

Ing. Pavel MATOUŠEK
ředitel

DGAC AD No.: F-2004-037

Issue date: March 17, 2004

Airworthiness Directive(s) replaced: 2002-264 cancelled by its Revision 2

Person in charge of airworthiness: AIRBUS

Type(s): A300, A310 and A300-600 aircraft

Type certificate(s) No. 72

TCDS No 145

ATA chapter: 34

Subject: Navigation - THALES AVIONICS equipments

1. EFFECTIVITY:

AIRBUS:

- A300 aircraft in FFCC (Forward Facing Crew Cockpit) configuration certified for models A300B2-203, A300B4-203, A300B4-220 or
- A310 and A300-600 aircraft, all certified models, all serial numbers
and which are fitted at least with one of the following THALES AVIONICS equipments:

- Altimeter indicator: PN 65205-211-2, -3 or -4 or PN 65205-230-1, -2 or -3 or PN 65205-235-1 (aircraft having modification 12583, 12575 or 12576 embodied are not concerned),

- Vertical Speed Indicator (VSI): PN 65285-220-2 or PN 65285-230-1 (aircraft having modification 12586 or 12577 embodied are not concerned),

- Radio Magnetic Indicator/Automatic Direction Finder (RMI/ADF) indicator: PN 63540-040-1 or PN 63540-031-2 (aircraft having modification 12579 or 12584 embodied are not concerned),

- RMI/VOR/DME indicator: PN 63540-170-2 or PN 63540-156-3 (aircraft having modification 12578 or 12585 embodied are not concerned).

Note: This Airworthiness Directive (AD) is not applicable:

- to A300 aircraft in FFCC configuration on which AIRBUS Service Bulletin (SB) A300-34A0173 Revision 1 has been embodied,
- to A310 aircraft, on which SB A310-34A2178 Revision 1 has been embodied,
- to A300-600 aircraft, on which SB A300-34A6145 Revision 1 has been embodied.

Spare equipment: The operator is responsible for ensuring during change of a THALES AVIONICS navigation unit concerned by this AD that the requirements of this AD are taken into consideration.

2. REASONS:

This AD deals with the same subject as AD 2002-264 R1; the reasons given are recalled below.

AIRBUS and THALES AVIONICS have defined a batch of transformers liable to be defective which could be installed on the following navigation units:

- Altimeter
- Vertical speed indicator
- RMI/ADF indicator
- RMI/VOR/DME indicator

The failure of these transformers can lead to a leakage of 115VAC to the connected systems and could lead to loss of indications on the PFD's. In such a situation, flight must then be continued on the emergency instruments.

Consequently, AD 2002-264 and its Revision 1 restricted the operational availability of the aircraft.

This new AD takes over the requirements of AD 2002-264 R1 (aircraft operational availability restriction) until the accomplishment of the corrective action rendered mandatory at the threshold given in the paragraph which follows. This AD replaces AD 2002-264 R1 which is cancelled.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

3.1. Operational restriction:

Since May 25, 2002 (effective date of AD 2002-264 at original issue), aircraft operational availability is

authorized under the following conditions:

- standby altimeter operational
- and
- at least one standby airspeed indicator operational
- and
- standby horizon operational
- and
- standby magnetic compass operational.

The provisions defined above are equivalent to a temporary restriction of the aircraft MEL.

Consequently:

- the aircraft MEL must be modified by the operator to incorporate these provisions or
- before the next flight which follows the effective date of this AD (if the aircraft has not flown since May 25, 2002, the effective date of the original issue of AD 2002-264), insert this AD into the aircraft MEL.

This temporary restriction is effective until the accomplishment of the actions of paragraph 3.2. in this AD.

3.2. Corrective actions:

Within six months following the effective date of this AD,

- identify on the aircraft the PN' s and SN' s of all equipment concerned listed in the SB A300-34A0173 Revision 1 or A310-34A2178 Revision 1 or A300-34A6145 Revision 1,
- embody the corrective measures in accordance with the instructions of SB A300-34A0173 Revision 1 or A310-34A2178 Revision 1 or A300-34A6145 Revision 1 for all PN' s and SN' s concerned,
- inform AIRBUS, of all PN' s and SN' s of overhauled equipment.

4. REFERENCE PUBLICATIONS:

AIRBUS Service Bulletin A300-34A0173 Revision 1

AIRBUS Service Bulletin A310-34A2178 Revision 1

AIRBUS Service Bulletin A300-34A6145 Revision 1

Any later approved revision of these SB' s is acceptable.

5. EFFECTIVE DATE:

March 27, 2004.

6. REMARK:

For questions concerning the technical content of the requirements in this AD, contact:

AIRBUS - Hubert Angelier - Fax: 33 5 61 93 45 80.

7. APPROVAL:

This AD is approved under EASA reference No 2004-2109 dated March 09, 2004.