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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-043/2003

Datum vydání: 14. května 2003

AIRBUS
A310, A300-600

LETOUN - NAVIGACE - PITOTOVY TRUBICE (ATA 34) - VÝMĚNA

Týká se: letadel AIRBUS A310 a A300-600 všech certifikovaných verzí a všech výrobních čísel, blíže specifikovaných v části "Applicability" DGAC AD 2003-148(B) (příloha tohoto PZZ).

Datum účinnosti: 10. července 2003

Provést v termínech:

Jak je popsáno v DGAC AD 2003-148(B), od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle DGAC AD 2003-148(B).

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 2003-148(B).

Ing. Pavel MATOUŠEK
ředitel

DGAC AD No.: 2003-148(B)

AIRBUS A310 and A300-600 aircraft

Navigation - Pitot probes (ATA 34)

1. APPLICABILITY:

AIRBUS A310 and A300-600 series aircraft, all certified models, and all serial numbers fitted with THALES AVIONICS Pitot probes PN C16254AA, whose SN is lower than or equal to 660.

This Airworthiness Directive (AD) also applies to all Pitot probes PN C16254AA whose SN is lower than or equal to 660 and which is stored as a spare part.

Note: THALES AVIONICS was previously known as "SEXTANT" or "SEXTANT AVIONIQUE".

2. REASONS:

An operator reported airspeed discrepancy events on A320 aircraft further to Pilot probe obstruction.

The investigations performed by the supplier (THALES AVIONICS) revealed that the defect of the Pitot probes was due to a manufacturing defect at the drain hole.

This manufacturing defect contributes to the accumulation of external pollution which, combined with severe weather conditions, might obstruct the air intake of the Pitot probes, leading to bad detection of total pressure (Pt) and therefore erroneous CAS/MACH parameters delivered by the ADR (Air Data Reference).

This manufacturing defect concerns Pitot probes installed on A310 and A300-600 aircraft with a PN and SN given in paragraph 1 above.

The purpose of this AD is to require the application of the cleaning procedure recommended by the supplier to all Pitot probes affected by this defect.

Reminder: The installation of these probes is required by AD 2001-265(B) which requires the application of AIRBUS (SB) Service Bulletin A310-34-2154 or A300-34-6141 (AIRBUS modification No. 12223).

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The following measures are rendered mandatory from the effective date of this AD:

Unless already accomplished, within 700 flight hours following the effective date of this AD, apply to the affected Pilot probes the procedure set by THALES AVIONICS, which consists in eliminating the metal particles inside the Pilot probe, in accordance with the instructions of SB A310-34-2181 or A300-34-6149.

REF.:

AIRBUS Service Bulletin A310-34-2181

AIRBUS Service Bulletin A300-34-6149

(Any later approved revision of these SBs is acceptable).

EFFECTIVE DATE: APRIL 26, 2003