



ÚŘAD PRO CIVILNÍ LETECTVÍ
ČESKÁ REPUBLIKA
Sekce technická
letišť Ruzyně, 160 08 Praha 6
tel: 233320922, fax: 220562270

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-058/2003

Datum vydání: 08. července 2003

AIRBUS
A310

LETOUN – SPODNÍ PANEL KŘÍDLA č. 2 – KONTROLA

Týká se: letadel AIRBUS A310, všech certifikovaných verzí a všech výrobních čísel, mimo těch, na kterých byla provedena v provozu modifikace v souladu s AIRBUS Service Bulletin (SB) A310-57-2081 (AIRBUS modifikace č. 12525).

Datum účinnosti: 04. září 2003.

Provést v termínech:

Jak je popsáno v DGAC AD 2003-242(B) od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle DGAC AD 2003-242(B) (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 2003-242(B).

Ing. Pavel MATOUŠEK
ředitel

DGAC AD No.: 2003-242(B)

AIRBUS

A310

Inspection of wing bottom skin panel number 2 (ATA 57)

1. APPLICABILITY:

AIRBUS A310 aircraft, all certified models and all serial numbers except for those which have been modified in service in accordance with AIRBUS Service Bulletin (SB) A310-57-2081 (AIRBUS modification No. 12525).

2. REASONS:

A crack located on the trailing edge of the wing bottom skin panel No. 2 forward of the all-speed-aileron servo control bay was detected on an aircraft on which AIRBUS modification No. 5106 (SB A310-57-2004) had been embodied.

Left unconnected, such a crack could affect the structural integrity of the wing.

The manufacturer has therefore developed an inspection program for aircraft in same configuration and has also reviewed the inspection program for aircraft on which AIRBUS modification No. 5106 had not been embodied in production.

As a reminder, aircraft in pre-modification No. 5106 configuration were inspected in accordance with the requirements of paragraph 1.11 of Airworthiness Directive (AD) 92-106-132(B) (SB A310-57-2037). Therefore, this AD supersedes the requirements of paragraph 1.11 of AD 92-106-132(B).

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

3.1. A310 aircraft on which AIRBUS modification No. 5106 (SB A310-57-2004) has not been embodied.

3.1.1. Within 2,000 flights from the effective date of this AD or within 3,000 flights after inspection following instructions of SB A310-57-2037, whichever occurs first, conduct an Eddy Current inspection around the fasteners of the landing plate of the wing bottom skin panel No. 2, LH and RH sides, and apply corrective actions if necessary in accordance with the instructions of SB A310-57-2082.

3.1.2. Repeat these inspections every 1,900 flights, in accordance with the instructions of Service Bulletin A310-57-2082 as long as SB A310-57-2081 is not embodied.

3.2. A310 aircraft on which AIRBUS modification No. 5106 (SB A310-57-2004) has been embodied.

3.2.1. At the latest at the thresholds defined below, from the effective date of this AD:

- For aircraft which have accumulated less than 17,000 flights since new, prior to the accumulation of 18,000 flights,

- For aircraft which have accumulated 17,000 to 19,000 flights since new, within 2,000 flights from the effective date of this AD,

- For aircraft which have accumulated 19,001 to 21,000 flights since new, within 1,200 flights from the effective date of this AD,

- For aircraft which have accumulated more than 21,000 flights since new, within 500 flights from the effective date of this AD,

conduct an Eddy Current inspection around the fasteners of the landing plate of the wing bottom skin panel No. 2, LH and RH sides, and apply corrective actions if necessary, in accordance with the instructions of SB A310-

57-2082.

3.2.2. Repeat these inspections every 1,900 flights, in accordance with the instructions of SB A310-57-2082, as long as SB A310-57-2081 is not embodied.

3.3. If cracks are detected:

3.3.1. In the landing plate only, the permanent repair must be carried out within 1,900 flights in accordance with the instructions of SB A310-57-2082;

After accomplishment of the permanent repair, no later actions are required by § 3.1.2. or 3.2.2. above;

3.3.2. In the landing plate and the wing skin panel, do the temporary (crack-stop drill) or permanent repairs, in accordance with the instructions of SB A310-57-2082.

In the event of temporary repair and depending on the size of the cracks detected, conduct an inspection at the intervals, without, however, exceeding the limits required, until the accomplishment of the permanent repair, in accordance with SB A310-57-2082.

After accomplishment of the permanent repair, no later actions are required by § 3.1.2. or 3.2.2. above.

REF.:

Airworthiness Directive 1992-106-132(B)

AIRBUS Service Bulletins: A310-57-2081

A310-57-2082

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

This AD cancels the requirements of paragraph 1.11 of AD 92-106-132(B) R5.

EFFECTIVE DATE: JULY 05, 2003