

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-058/1999R1

Ruší CAA-AD-058/1999

Datum vydání: 04. srpna 1999

LETADLO - OBRACEČ TAHU - VYŘAZENÍ Z ČINNOSTI

Týká se: letadel AIRBUS INDUSTRIE A310 a A300-600 vybavených motory JT9D-7R4 nebo P&W 4000.

Datum účinnosti: 07. října 1999

Provést v termínech: Jak je popsáno v DGAC AD 1999-181-283(B)R1.

Postup provedení prací: Dle DGAC AD 1999-181-283(B)R1.

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 1999-181-283(B)R1, který nahrazuje DGAC AD 1999-181-283(B).

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

DGAC AD ref.: 1999-181-283(B)R1

AIRBUS INDUSTRIE

A310 and A300-600 Aircraft

Thrust reverser (ATA 71)

APPLICABILITY:

Airbus A310 and A300-600 aircraft equipped with JT9D-7R4 or P&W 4000 series engines.

REASON:

This Airworthiness Directive is prompted by a recent event of Thrust Reverser in flight deployment on an A300-600 aircraft equipped with P&W 4158 engines. This condition, if not corrected could impair the flight controllability of the aircraft. Telegraphic Airworthiness Directive No T98-477-273(B) was issued to prevent such situations from recurring by requiring the mandatory de-activation of the thrust reversers. Revision 1 of this Airworthiness Directive allowed the re-activation of the thrust reverser under certain

conditions based on the findings of the event investigation. Further to additional investigation results which led to the refining of the conditions required for re-activating the thrust reverser and keeping it re-activated, this Airworthiness Directive re-defines the thrust reversers "de-activation/re-activation program.

This Revision 1 is issued in order to take into account AIRBUS INDUSTRIE AOT 78-09 revision 3 which releases the compliance date for some actions.

ACTION AND COMPLIANCE:

To prevent an in flight Thrust Reverser deployment accomplish the following:

a) Thrust Reversers de-activation:

Before departure from Main Base or within the next four (4) flight cycles following the effective date of the original issue of this AD, whichever occurs first, deactivate both Thrust Reversers in accordance with the instructions given in paragraph 4.2 of AIRBUS INDUSTRIE All Operators Telex (AOT) 78-08, November 30,1998.

b) Thrust Reversers re-activation :

Reactivation of a Thrust Reverser is only allowed under the following conditions :

1. Reinforce the Stow Selection, and periodically inspect the Selector Valve in accordance with the terms and conditions of paragraph 4.2.1.1 of AIRBUS INDUSTRIE AOT 78-09 revisions 02 dated April 22,1999 or 3 dated June 29, 1999.

2. Reinforce the protection of the Thrust Reverser against power supply loss in accordance with the terms and conditions of paragraph 4.2.1.2 of AIRBUS INDUSTRIE AOT 78-09 revisions 02 dated April 22, 1999 or 3 dated June 29, 1999.

3. Reinforce the protection against inadvertent pressurization of the Thrust Reverser in accordance with the terms and conditions of paragraph 4.2.1.3 of AIRBUS INDUSTRIE AOT 78-09 revisions 02 dated April 22,1999 or 3 dated June 29, 1999.

4. Perform a Thrust Reverser Aerostow seal check and a Power Drive Unit (PDU) check in accordance with the terms and conditions of paragraph 4.2.1.4 of AIRBUS INDUSTRIE AOT 78-09 revisions 02 dated April 22, 1999 or 3 dated June 29, 1999.

5. Perform a Thrust Reverser operational Test in accordance with the terms and conditions of paragraph 4.2.1.5 of AIRBUS INDUSTRIE AOT 78-09 revisions 02 dated April 22, 1999 or 3 dated June 29, 1999.

NOTES:

a) Operational Recommendations:

i) With both Thrust Reverser deactivated, follow the Operational recommendations described in AIRBUS INDUSTRIE Flight Operation Telex (FOT) 999.0124/98 Revision 3, December 10, 1998.

ii) When, and if, Thrust Reverser(s) is/are reactivated, follow the Operational recommendations described in AIRBUS INDUSTRIE FOT 999.0140/98, December 23, 1998.

b) Inquiries regarding the technical content of this AD should be made to:

DGAC France - Jean BEIJARD

Tel.: (33) 01 41 09 42 29 - Fax: (33) 01 41 09 42 20

or to

AIRBUS INDUSTRIE - Yves REGIS

Tel.: (33) 05 61 93 31 81 - Fax: (33) 05 61 93 45 80

REF.:

AIRBUS INDUSTRIE All Operators Telex (AOT) 78-08 November 30, 1998

AIRBUS INDUSTRIE All Operators Telex (AOT) 78-09 REV 02/22 April 1999

AIRBUS INDUSTRIE All Operators Telex (AOT) 78-09 REV 03/29 June 1999

AIRBUS INDUSTRIE Flight Operation Telex (FOT) 999.0124/98 Revision 3 December 10, 1998

AIRBUS INDUSTRIE Flight Operation Telex (FOT) 999.0140/98 December 23, 1998.

This Revision 1 replaces AD 1999-181-283(B) issued on may 05, 1999.

EFFECTIVE DATES:

Original AD: MAY 15, 1999

Revision 1: Upon receipt from JULY 13, 1999

