



PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

ÚŘAD PRO CIVILNÍ LETECTVÍ
ČESKÁ REPUBLIKA
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Číslo: CAA-AD-T-060/2004 - oprava
Datum vydání: 17. srpna 2004
AIRBUS SAS
A300, A310, A300-600

LETOUN – OVLÁDÁNÍ SMĚROVÉHO KORMIDLA – KONTROLA

Týká se: letadel AIRBUS A300, A310 a A300-600, všech certifikovaných verzí a všech výrobních čísel.

Datum účinnosti: Ihned po obdržení.

Provést v termínech:

Jak je popsáno v F-2004-092 correction od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle F-2004-092 correction (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 F-2004-092 correction, který byl schválen EASA pod číslem 2004-6368.

Ing. Pavel MATOUŠEK
ředitel

DGAC AD No.: F-2004-092

AD replaced: 96-242-208, cancelled by its Revision 3

June 23, 2004

Correction of August 04, 2004

AIRBUS SAS

A300, A310, A300-600

Type certificate(s) No.: 72

TCDS No.: 145

ATA chapter: 27, 55

This AD is published by the DGAC on behalf of EASA, the Primary Airworthiness Authority for the affected product.

Flight controls - Rudder servo control de-synchronization

1. EFFECTIVITY:

A300, A310 and A300-600 AIRBUS aircraft, all certified models and all serial numbers.

2. REASONS:

The aim of this Airworthiness Directive (AD) is to detect and prevent all rudder servo control de-synchronizations the consequences of which could be:

- structural fatigue associated with opposing stresses,
- in combination with an engine failure and loss of the associated hydraulic system, a degradation in the aircraft handling quality.

This AD which replaces AD 96-242-208 is issued further to recent incidents encountered in service on the aircraft of the wide body fleet the analysis of which has evidenced new de-synchronization causes. New associated de-synchronization detection actions concerning especially the systems (ATA 27) are introduced in AIRBUS Service Bulletin (SB):

A300-27-0188 Revision 5

A310-27-2082 Revision 5

A300-27-6036 Revision 8

The associated ATA 55 structural inspection philosophy has also been reviewed.

All of these measures (ATA 27 and ATA 55 SBs) are rendered mandatory by this AD.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

3.1. Within 700 flight hours following the effective date of this AD or within 1,300 flight hours following the last inspection conducted within the scope of AD 96-242-208 whichever occurs first, accomplish the instructions of SB A300-27-0188 Revision 5 or A310-27-2082 Revision 5 or A300-27-6036 Revision 8 and, according to the results, perform the structural inspections if necessary in accordance with the instructions of SB A300-55-044 Revision 3 or A310-55-2026 Revision 2 or A300-55-6023 Revision 5.

3.2. Repeat the instructions of paragraph 3.1. above at intervals not exceeding 1,300 flight hours.

4. REFERENCE DOCUMENTS:

AIRBUS Service Bulletins:

A300-27-0188 Revision 5
A310-27-2082 Revision 5
A300-27-6036 Revision 8

A300-55-0044 Revision 3
A310-55-2026 Revision 2
A300-55-6023 Revision 5

Any later date approved revision of these SBs is acceptable.

5. EFFECTIVE DATE:

July 03, 2004.

6. REMARK:

For any question concerning the technical content of this AD's requirements, contact:

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

7. APPROVAL:

This AD is approved under EASA reference No 2004-6368 dated June 15, 2004.