

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-063/2000

Datum vydání: 17. července 2000

LETADLO - TRUP LETADLA - STŘEDNÍ ČÁST - KONSTRUKCE 40 (ATA 53) - KONTROLA

Týká se: letadel A310 vyrobených firmou AIRBUS INDUSTRIE všech verzí a všech výrobních čísel.

Datum účinnosti: 18. července 2000

Provést v termínech: Jak je popsáno v DGAC AD 2000-209-310(B) (příloha tohoto PZZ).

Postup provedení prací: Dle DGAC AD 2000-209-310(B).

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 2000-209-310(B).

Ing. Pavel MATOUŠEK

Ředitel technického inspektorátu

Úřad pro civilní letectví

DGAC AD ref.: 2000-209-310(B)

AIRBUS INDUSTRIE

A310 aircraft

Fuselage centre section - Inspect pick-up angle at frame 40 (ATA 53)

APPLICABILITY:

AIRBUS INDUSTRIE A310 aircraft, all certified models and all serial numbers.

REASONS:

As recently reported by operators, structural damage was found during unscheduled inspections, on pick-up angles at the junction between the wing lower surface and the fuselage skin, at frame 40.

The damage analysis showed that the maintenance requirements defined to-date for SSI 57-10-19 (Structural Significant Item), in the framework of A310 ALIs (Airworthiness Limitation Items) in the A310 MRB (Maintenance Review Board Report) Revision 2, are not sufficient to detect fatigue damage at the proper time.

ACTIONS:

1) Perform a detailed visual inspection of the pick-up angles at the thresholds and in accordance with the instructions defined by AIRBUS INDUSTRIE Service Bulletin A310-53A2111 Revision 01, and take the corrective measures required.

On the effective date of this Airworthiness Directive:

- the aircraft which have exceeded the inspection threshold defined in SB A310-53A2111 Revision 01, but having accumulated less than 18,000 flights and less than 53,000 flight hours, shall be inspected within the following 700 flights without exceeding 1,200 flight hours,

- the aircraft which have accumulated more than 18,000 flights or more than 53,000 flight hours shall be inspected within the following 350 flights without exceeding 600 flight hours.

2) Repeat the inspections at the intervals defined in Service Bulletin A310-53A2111 Revision 01, and take the corrective measures required.

REF.: AIRBUS INDUSTRIE Service Bulletin A310-53A2111 Revision 01

(Any other later approved revision of this SB is acceptable)

A310 Maintenance Review Board Report Revision 2, dated October 1997.

EFFECTIVE DATE: JUNE 24, 2000