

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-067/2000

Datum vydání: 21. července 2000

LETADLO - DVEŘE NÁKLADOVÉHO PROSTORU - KONTROLA

Týká se: letadel AIRBUS INDUSTRIE A300, A310 a A300-600 všech verzí a výrobních čísel, jak je upřesněno v části "Applicability" DGAC AD 2000-262-313(B) (příloha tohoto PZZ).

Datum účinnosti: 07. září 2000

Provést v termínech: Jak je popsáno v DGAC AD 2000-262-313(B).

Postup provedení prací: Dle DGAC AD 2000-262-313(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 2000-262-313(B), který nahrazuje DGAC AD 98-123-245(B), který byl zrušen jeho Revizí 1.

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Ředitel technického inspektorátu

Úřad pro civilní letectví

DGAC AD ref.: 2000-262-313(B)

AIRBUS INDUSTRIE

A300, A310 and A300-600 aircraft

Fuselage - Bulk cargo compartment door frames (ATA 53)

APPLICABILITY:

AIRBUS INDUSTRIE aircraft:

A300 all certified models, all serial numbers, on which AIRBUS INDUSTRIE modification No. 2140 in production or AIRBUS INDUSTRIE Service Bulletin (SB) A300-53-0109 in service have been embodied, when frame 67 has been replaced by PN A5397309720202 and/or frame 69 has been replaced by PN A5397309820201.

A310 and A300-600, all certified models and all serial numbers, on which AIRBUS INDUSTRIE modification No. 5438 has not been embodied in production.

REASONS:

During routine maintenance on an A300 aircraft, cracks were found in the bulk cargo compartment door frames (FR67 and FR69 respectively) between stringers 33 and 48 RH side.

The cracks were located in the frame flanges between the fastener holes.

The propagation of such cracks could affect the structural integrity of the airframe.

In order to evaluate the fleet situation, a programme of non-repetitive inspection of the critical area was rendered mandatory by Airworthiness Directive (AD) 98-123-245(B).

The findings confirmed the requirement for a programme of repetitive inspections for the frames which have not been replaced, or which have not received any final repair solution.

ACTIONS:

1) Before reaching the age of 10 years since initial delivery of the aircraft, or within 5 years following an inspection in accordance with the requirements of AD 98-123-245(B), whichever occurs latter, perform an Eddy Current inspection of the critical area, and repair, if required, in accordance with the instructions of SB A300-53-0339 Revision 02, or A310-53-2106 Revision 02 or A300-53-6114 Revision 02 appropriate to the involved aircraft.

2) Repeat the inspections in accordance with the requirements of § 1) above, at intervals not exceeding 5 years.

3) Frames which have been repaired in accordance with the instructions of SBs A300-53-0339, A310-53-2106 or A300-53-6114 are no longer submitted to the requirements of this Airworthiness Directive.

REF.: AIRBUS INDUSTRIE Service Bulletins

A300-53-0339

A310-53-2106

A300-53-6114

Original issue or any later approved revision of these SB are acceptable for paragraph 3) of this AD.

Revision 02 or any later approved revision of these SB are acceptable for paragraphs 1) and 2) or this AD.

AIRBUS INDUSTRIE Service Bulletin A300-53-0109

(at original issue or any further approved revision)

This Airworthiness Directive replaces AD 98-123-245(B) which is cancelled by its Revision 1.

EFFECTIVE DATE: JULY 08, 2000