

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**CAA-AD-075/2000**

Datum vydání: 09. srpna 2000

## LETOUN - PŘEDNÍ ČÁST TRUPU - KONTROLA

**Týká se:** letadel AIRBUS INDUSTRIE:

- A310, A310-203, A310-221 a A310-222 a

- A300-600, A300B4-620 a A300B4-622

všech výrobních čísel, u kterých nebyla zahrnuta AIRBUS INDUSTRIE modifikace č. 3632.

**Datum účinnosti:** 05. října 2000

**Provést v termínech:** Jak je popsáno v DGAC AD 2000-263-314(B) (příloha tohoto PZZ).

**Postup provedení prací:** Dle DGAC AD 2000-263-314(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 2000-263-314(B).*

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**Ředitel technického inspektorátu**  
**Úřad pro civilní letectví**

**DGAC AD ref.: 2000-263-314(B)**

**AIRBUS INDUSTRIE**

**A310 and A300-600 aircraft**

Fuselage nose section - Inspection of upper frame section of lateral windows (ATA 53)

### **APPLICABILITY:**

AIRBUS INDUSTRIE:

- A310 aircraft, A310-203, A310-221 and A310-222 models, and

- A300-600 aircraft A300B4-620 and A300B4-622 models

all serial numbers on which AIRBUS INDUSTRIE serial modification No. 3632 has not been embodied.

### **REASONS:**

During scheduled corrosion inspections in accordance with the A300 Corrosion Prevention and Control Programme (A300 CPCP), a crack of 100 mm in length was discovered forward of fuselage frame 07, in the upper frame section assy of the lateral cockpit windows.

Such cracks, if not detected, could affect the structural integrity of the airframe (under cabin pressure loads). The analyses performed in service revealed that the inspection

threshold of the fatigue task covering this area was too high.

**ACTIONS:**

1. Before accumulation of 25,000 flights or within 3,000 flights following the effective date of this Airworthiness Directive (AD), whichever occurs later, perform a detailed visual inspection of the upper frame section assy of the LH and RH lateral cockpit windows, in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletins (SBs) A310-53-2109 or A300-53-6120.
2. Repeat the inspections in accordance with the instructions of SBs A310-53-2109 or A300-53-6120, every 7,000 flights.
3. If cracks are found, perform the temporary or permanent repairs, in accordance with the instructions of SBs A310-53-2109 or A300-53-6120.

If the temporary repair is performed, the permanent repair (replacement of the upper frame section assy) must be accomplished within the next 3,000 flights.

If the permanent repair (replacement of the upper frame section assy) is performed, no further inspection of the replaced upper frame section assy is required under para. 2 above; the next inspection in accordance with the requirements of this AD is required within the next 32,000 flights. Then contact the manufacturer for further instructions.

**REF.:** AIRBUS INDUSTRIE Service Bulletins A310-53-2109 and A300-53-6120

Original issue or any later approved revision of these SB is acceptable.

**EFFECTIVE DATE :** JULY 08, 2000