



ÚŘAD PRO CIVILNÍ LETECTVÍ  
ČESKÁ REPUBLIKA  
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## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-T-075/2004

Datum vydání 02. srpna 2004

AIRBUS SAS  
A310

### LETOUN - PALIVOVÝ SYSTÉM - KONTROLA

**Týká se:** letadel AIRBUS A310 všech certifikovaných verzí a všech výrobních čísel, mimo letadel, na kterých byl proveden AIRBUS Service Bulletin (SB) A310-28-2152.

**Datum účinnosti:** Ihned po obdržení.

**Provést v termínech:**

Jak je popsáno v F-2004-125 od data účinnosti tohoto PZZ.

**Postup provedení prací:**

Dle F-2004-125 (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-2004-125, který byl schválen EASA pod číslem 2004-7522.

**Ing. Pavel MATOUŠEK**  
ředitel

**DGAC AD No.: F-2004-125**

July 21, 2004

**AIRBUS SAS  
A310 aircraft**

Type certificate(s) No.: 72  
TCDS No.: 145  
ATA chapter: 28

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

**Fuel system - Prevention against explosion risks - Inspection of clearance between the compensator on probe No. 1 and the guide assembly**

**1. EFFECTIVITY:**

AIRBUS A310 aircraft, all certified models, all serial numbers, except for aircraft which have received embodiment of AIRBUS Service Bulletin (SB) A310-28-2152.

**2. REASONS:**

Further to the accident of a Boeing 747-131 aircraft (flight TWA800), the FAA has published SFAR 88 (Special Federal Aviation Regulation 88).

In their letters referenced 04/00/02/07/01-L296, dated March 4th, 2002, and 04/00/02/07/03-L024 dated February 3rd, 2003, the JAA recommended the application of a similar regulation to the National Aviation Authorities (NAA).

Under this regulation, all holders of type certifications for passenger transport aircraft with either a passenger capacity of 30 or more, or a payload capacity of 3 402 kg (7,500 lb) or more, which have received their certifications since January 1st, 1958, are required to conduct a design review against explosion risks.

The inspection of clearance between the compensator on probe No. 1 and the guide assembly rendered mandatory by this Airworthiness Directive (AD) is a consequence of this design review.

**3. MANDATORY ACTION AND COMPLIANCE TIMES:**

Prior to accumulation of 4,000 flight hours from the effective date of this AD, unless already accomplished, check and correct if required the clearance between the compensator on probe No. 1 and the guide assembly of the LH and RH wing outboard fuel tank, in accordance with the instructions defined in SB A310-28-2152.

Note: During any removal of a fuel probe No. 1, and if the modification defined in SB A310-28-2152 has not yet been applied, the operator must check that the requirements of this AD are met.

**4. REFERENCE PUBLICATIONS:**

AIRBUS Service Bulletin A310-28-2152  
(Any later approved revision of this SB is acceptable).

**5. EFFECTIVE DATE:**

July 31, 2004.

**6. REMARK:**

For questions concerning the technical contents 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 2004-7522 dated July 13, 2004.