

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-076/2000

Datum vydání: 09. srpna 2000

LETOUN - ZADNÍ UZEL UCHYCENÍ MOTORU - KONTROLA

Týká se: letadel AIRBUS INDUSTRIE A310, A310-203 a A310-203C, vybavených motorem General Electric CF6-80A3, u kterých nebyla ve výrobě zahrnuta AIRBUS INDUSTRIE modifikace č. 12270 (AIRBUS INDUSTRIE Service Bulletin (SB) A310-71-2029 pro letadla v provozu).

Datum účinnosti: 05. října 2000

Provést v termínech: Jak je popsáno v DGAC AD 2000-267-318(B) (příloha tohoto PZZ).

Postup provedení prací: Dle DGAC AD 2000-267-318(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 2000-267-318(B), který nahrazuje DGAC AD 98-205-250(B), který byl zrušen DGAC AD 98-205-250(B) R1.

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Úřad pro civilní letectví

DGAC AD ref.: 2000-267-318(B)

AIRBUS INDUSTRIE

A310 aircraft

RH and LH aft engine mount links on CF6-80A3 engines (ATA 71)

APPLICABILITY:

AIRBUS INDUSTRIE A310 aircraft, A310-203 and A310-203C models, equipped with General Electric CF6-80A3 engines, on which AIRBUS INDUSTRIE modification No 12270 in production (AIRBUS INDUSTRIE Service Bulletin (SB) A310-71-2029 in service) has not been embodied.

REASONS:

Further to a scheduled engine removal during which an operator discovered a crack at the upper end of the LH link on the aft engine mount assembly of a CF6-80A3 engine (which could result in a failure of the mount itself, leading to engine pivoting or, in the worst case, its separation), a program of repetitive inspections of the LH aft attachment of the CF6-80A3 engines was rendered mandatory by Airworthiness Directive (AD) 98-205-250(B), dated May 20, 1998.

A thorough analysis of this event revealed that the premature initiation of structural fatigue cracks was due to bearing race migration, as well as internal bearing frictions.

It is thus necessary to extend the inspection zone to the RH aft engine mount.

ACTIONS:

1. At the latest within 400 flights from the effective date of this Airworthiness Directive, unless already accomplished, apply the actions described in ROHR Alert SB CF6-80A3-NAC-A71-061 Revision 1.

2. Repeat the actions of ROHR Alert SB CF6-80A3-NAC-A71-061 Revision 1 at intervals not exceeding 400 flights.

No further action is required in accordance with this Airworthiness Directive, once AIRBUS INDUSTRIE SB A310-71-2029 has been applied.

REF.: - ROHR Alert Service Bulletin CF6-80A3-NAC-A71-061 Revision 1.

- AIRBUS INDUSTRIE SB A310-71-2029 original issue.

Any later approved revision of these SBs is acceptable.

This Airworthiness Directive replaces AD 98-205-250(B) which is cancelled by its Revision 1.

Conformity to this AD releases from the requirements of AD 98-344-IMP (B) for aircraft concerned by the present AD.

EFFECTIVE DATE: JULY 08, 2000