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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-T-082/2004R1
Nahrazuje CAA-AD-T-082/2004
Datum vydání 01. prosince 2004
AIRBUS SAS
A300, A310, A300-600, A300-600ST

LETOUN - PALIVOVÝ SYSTÉM - REVIZE MMEL/MEL

Týká se:

letadel AIRBUS A300, vybavených centrální nádrží, všech výrobních čísel:

- letadel A300 v FFCC (Forward Facing Crew Cockpit) konfiguraci, certifikovaných verzí A300B4-203, A300B4-220.

- letadel A300 verze A300B4-100, A300B4-200, A300C4-200 a A300F4-200.

| letadel AIRBUS A310, A300-600 a A300-600ST, všech certifikovaných verzí a všech výrobních čísel.

| **Datum účinnosti:** 20. ledna 2005

Provést v termínech:

| Jak je popsáno v F-2004-130 R1 od data účinnosti tohoto PZZ.

Postup provedení prací:

| Dle F-2004-130 R1 (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. Tůma.
- 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-2004-130 R1, který nahrazuje F-2004-130 a byl schválen EASA pod číslem 2004-10848.

Ing. Pavel MATOUŠEK
ředitel

DGAC AD No.: F-2004-130 R1

Airworthiness Directive(s) replaced: F-2004-130 original issue

November 10, 2004

AIRBUS SAS

A300, A310, A300-600 and A300-600ST aircraft

Type certificate(s) No.: 72, EASA A.014

TCDS No.: 145, EASA A.014

ATA chapter: 28

This Airworthiness Directive is published by the DGAC on behalf of EASA, A worthiness Authority of the State of Design for the affected product, part or appliance.

Fuel system - Prevention against explosion risks - APU - Bleed air leak detection loop

1. EFFECTIVITY:

AIRBUS A300 aircraft, fitted with a centre tank, all serial numbers:

- A300 aircraft in the FFCC (Forward Facing Crew Cockpit) configuration, certified as models A300B4-203, A300B4-220.

- A300 aircraft series A300B4-100, A300B4-200, A300C4-200 and A300F4-200.

AIRBUS A310, A300-600 and A300-600ST aircraft, all certified models, all serial numbers.

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.

In this context, the manufacturer revised the operational conditions of use of the auxiliary power unit (APU) bleed air supply system, in order to forbid the use of this system if one of the APU leak detection loops is inoperative.

Revision 1 of this Airworthiness Directive (AD) adds A300-600ST "BELUGA" aircraft in the effectivity list. It is taken advantage of this revision in order to update the references of the reference publications relating to A310 and A300-600 aircraft.

3. MANDATORY ACTION AND COMPLIANCE TIMES:

For A300 and A300 FFCC aircraft:

Check that the Minimum Equipment List (MEL) of the aircraft incorporates the revised operational conditions "APU manifold fault detector loop" (ATA chapter 36, item 21 for A300 aircraft, item 20 for A300 FFCC aircraft) on the basis of the following manufacturer's Master Minimum Equipment List (MMEL):

- A300 aircraft: Revision 22 of the MMEL dated April 2004, approved by the DGAC on March 12, 2004.

- A300 FFCC aircraft: Revision 11 of the MMEL dated April 2004, approved by the DGAC on March 12, 2004.

The crews have to conform to these directives.

For A310 A300-600 and A300-600ST aircraft:

Introduce the temporary revision (TR) of the following manufacturer's MMEL in the MEL of the aircraft:

- A310 TR No. 01-36/01L issue 01 dated September 2003, approved by the DGAC on March 12, 2004.
- A300-600 TR No. 01-36/01K issue 01 dated September 2003, approved by the DGAC on March 12, 2004.
- A300-600ST TR No. 01-36/01C issue 01 dated September 2003, approved by the DGAC on March 12, 2004

The crews have to conform to these directives.

4. REFERENCE PUBLICATION:

A300 MMEL Revision 22 dated April 2004, approved by DGAC on March 12, 2004.
A300 FFCC MMEL Revision 11 dated April 2004, approved by DGAC on March 12, 2004.
Any later approved revision of these documents is acceptable.

A310 MMEL TR No. 01-36/01L issue 01 dated September 2003, approved by DGAC on March 12, 2004.
A300-600 MMEL TR No. 01-36/01K issue 01 dated September 2003, approved by DGAC on March 12, 2004.
A300-600ST MMEL TR No. 01-36/01C issue 01 dated September 2003, approved by DGAC on March 12, 2004.
Any later approved revision or updating of these MMEL TR's is acceptable.

Note: These MMEL TR have been included in the following MMEL revisions:

- A310 MMEL Revision 15 dated October 2004, approved by DGAC on September 14, 2004,
- A300-600 MMEL Revision 13 dated October 2004, approved by DGAC on September 14, 2004,
- A300-600ST MMEL Revision 6 dated October 2004, approved by DGAC on September 14, 2004.

5. EFFECTIVE DATE:

Original issue: August 14, 2004
Revision 1: November 20, 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 Revision is approved under EASA reference No 2004-10848 dated November 03, 2004.