

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

## CAA-AD-113/1999R1

Nahrazuje CAA-AD-113/1999

Datum vydání: 08. prosince 1999

## LETADLO - VSTUPNÍ DVEŘE - KONTROLA

**Týká se:** letadel vyrobených firmou Airbus Industrie A300, A310 a A300-600 všech certifikovaných modelů a všech výrobních čísel s výjimkou těch, která jsou uvedena v části "Applicability" DGAC AD 1999-410-294(B) R1 (příloha tohoto PZZ).

**Datum účinnosti:** 27. ledna 2000

**Provést v termínech:** Jak je popsáno v DGAC AD 1999-410-294(B) R1.

**Postup provedení prací:** Dle DGAC AD 1999-410-294(B) R1.

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 AD1999-410-294(B) R1, který nahrazuje DGAC AD 1999-410-294(B).

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**Úřad pro civilní letectví**

**DGAC AD ref.: 1999-410-294(B) R1**

AIRBUS INDUSTRIE

**A300, A310 and A300-600 aircraft**

Pax. doors -Striker mechanism of pax. door emergency actuators (ATA 52)

### **APPLICABILITY:**

AIRBUS INDUSTRIE A300, A310 and A300-600 aircraft, all certified models and all serial numbers, except :

- aircraft on which AIRBUS INDUSTRIE modification No. 11549 has been embodied in production,

-aircraft on which AIRBUS INDUSTRIE modification No. 12024 has been embodied in service in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletins A300-52-0173 or A310-52-2065 or A300-52-6061.

**REASONS:**

In order to detect and prevent any corrosion of the striker mechanisms of the emergency actuators located on the passenger doors, which could lead to the doors not being power assisted during an opening in the "armed" configuration, the following actions are to be performed.

The purpose of revision 1 of this Airworthiness Directive is to remind that the repetitive inspections to be performed every 36 months [as per AD 97-062-213(B) original issue] remain mandatory as long as the striker mechanisms of the passenger door emergency actuators are not all modified in accordance with the requirements of paragraph 3 "ACTIONS" of this Airworthiness Directive.

**ACTIONS:**

1. Except if already accomplished, in accordance with the requirements of Airworthiness Directive 97-062-213(B) original issue, prior to the accumulation of 36 months of operation after the last disassembly inspection [...], perform a detailed visual inspection and repair, if required, the striker mechanisms and the guide valves of the pax. door emergency actuators, in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletins A300-52-0168, A310-52-2058 or A300-52-6052.

Note 1: All stored spare parts shall be inspected similarly before installation on aircraft.

2. Repeat the same inspection every 36 months, or modify the striker mechanisms of the passenger door emergency actuators, in accordance with AIRBUS INDUSTRIE Service Bulletins A300-52-0173 or A310-52-2065 or A300-52-6061.

No further action in accordance with this Airworthiness Directive is required after application of AIRBUS INDUSTRIE Service Bulletins A300-52-0173 or A310-52-2065 or A300-52-6061.

Note 2: Inform AIRBUS INDUSTRIE of positive inspection results.

3. Before September 10, 2002, modify all striker mechanisms of pax door emergency actuators in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletins A300-52-0173 or A310-52-2065 or A300-52-6061.

Note 3: Not operational pax. doors of cargo aircraft are not subject to the requirements of this Airworthiness Directive.

**REF.:** AIRBUS INDUSTRIE Service Bulletins

A300-52-0168, A310-52-2056, A300-52-6052

A300-52-0173, A310-52-2065, A300-52-6061

(original issues or any other later approved revisions)

This Revision 1 supersedes AD 1999-410-294(B) dated October 20, 1999.

**EFFECTIVE DATES:**

Original AD : OCTOBER 30, 1999

Revision 1 : NOVEMBER 27, 1999