



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2006-0325 R1 Corrected
Datum účinnosti: 06. listopadu 2006
Datum vydání: 25. července 2007

AIRBUS SAS
Modely A300 a A310

Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU, na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No : 2006 - 0325 R1 [Corrected: 26 July 2007]</p> <p>Date: 25 July 2007</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name:</p> <p>AIRBUS SAS</p>	<p>Type/Model designations:</p> <p>A300 and A310 aircraft</p>	
<p>TCDS Number: France No.145</p>		
<p>Foreign AD: Not applicable</p>		
<p>Revision/Supersedure: This AD revises EASA AD 2006-0325</p>		
ATA 28	Fuel System – Prevention against Explosion Risks – Fuel Tank Electrical Bonding – Inspection/Modification	
<p>Manufacturer(s):</p>	<p>AIRBUS (formerly AIRBUS INDUSTRIE)</p>	
<p>Applicability:</p>	<ul style="list-style-type: none"> - A300 series aircraft, all certified models and all serial numbers, except aircraft on which AIRBUS Service Bulletins (SB) A300-28-0081 and A300-28-0079 original issue or Revision 1 have been embodied in service. - A310-200 and A310-200C series aircraft (without trim tank), all serial numbers, except aircraft on which SB A310-28-2143 and SB A310-28-2142 Revision 1 have been embodied in service. - A310-300 series aircraft (fitted with trim tank), all serial numbers, except aircraft on which SB A310-28-2143, SB A310-28-2142 Revision 1 and SB A310-28-2153 have been embodied in service. 	
<p>Reason:</p>	<p>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).</p> <p>Under this regulation, all holders of type certificates for passenger transport aircraft with either a passenger capacity of 30 or more, or a payload capacity of 7,500 pounds (3402 kg) or more, which have received their certification since January 1st, 1958, are required to conduct a design review against explosion risks.</p>	

	<p>The replacement of some types of P-clips and improvement of the electrical bonding of the equipment in the fuel tanks are rendered mandatory by this AD.</p> <p>EASA AD 2006-0325, which superseded DGAC AD F-2006-031, was issued for the following reasons:</p> <ul style="list-style-type: none"> - to correct the applicability for A310 aircraft fitted or not with a trim tank; and - to require compliance with the instructions contained in AIRBUS Service Bulletin (SB) A310-28-2142 at Revision 1 which requires additional work. <p>Revision 1 of this AD retains the requirements of the original but removes AIRBUS A300-600 aircraft from the applicability paragraph. A separate AD, applicable to AIRBUS A300-600 aircraft, will be issued to require compliance with the instructions contained in AIRBUS SB A300-28-6064 at revision 1.</p> <p>This AD has been re-published to correct a typographical error and restore the original effective date of 06 November 2006.</p>
Effective Date:	06 November 2006
Compliance:	<p>Required before 31 December 2010, unless previously accomplished:</p> <ol style="list-style-type: none"> (1) Remove NSA5516-XXND or NSA5516-XXNJ type P-clips, used in the wing and centre [if any*] fuel tanks to retain wiring and pipes, and replace them by NSA5516-XXNF type P-clips in accordance with the instructions of SB A300-28-0081 or A310-28-2143, as applicable; <ul style="list-style-type: none"> * A300B2-100 and A300B2-200 series aircraft have no centre tank. (2) Check the electrical bonding points in the centre tank, and install additional bonding leads and electrical bonding points in the wing and centre fuel tanks, in accordance with the instructions of SB A300-28-0079 Revision 1 or A310-28-2142 Revision 1, as applicable; (3) For aircraft fitted with a trim tank, in addition to the actions defined in paragraphs (1) and (2) above, install bonding leads and electrical bonding points in the trim tanks in accordance with the instructions of SB A310-28-2153.
Ref. Publications:	<p>AIRBUS Service Bulletins</p> <p>A300-28-0079 original issue, or Revision 1; A300-28-0081 original issue; A310-28-2142 Revision 1; A310-28-2143 and A310-28-2153 original issue; or later approved revisions of these documents.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. The original issue of this AD was posted on 13 September 2006 as PAD 06-221 for consultation until 04 October 2006. No comments were received during the consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS – EAW (Airworthiness Office, Ph: + 33 5 61 93 36 96, Fax + 33 5 61 93 44 51).