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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2008-0001Corrected

Ruší DGAC AD 1999-239-287(B)R1 - náš PZZ CAA-AD-069/1999R1

Datum účinnosti: 17. ledna 2008

AIRBUS
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 zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No : 2008-0001 [Corrected: 08 January 2008]</p> <p>Date: 03 January 2008</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.		
Type Approval Holder's Name :		Type/Model designation(s) :
AIRBUS SAS		A310 aircraft
TCDS Number: France No 145		
Foreign AD: Not applicable		
Supersedure: DGAC France AD 1999-239-287(B)R1 dated 07 August 2002.		
ATA 54	Nacelles / Pylons – Pylon Lower Spar between Ribs 6 and 7 – Inspection	
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	AIRBUS A310 aircraft, all certified models, all serial numbers, except aircraft on which AIRBUS modification No. 10149 has been embodied in production.	
Reason:	<p>Cracks were found between ribs 6 and 7 in the lower pylon spar.</p> <p>In order to prevent crack initiation, an inspection programme was required by Airworthiness Directive (AD) DGAC France AD 1999-239-287(B)R1.</p> <p>In the frame of the A310 extended service goal, thresholds and intervals have been modified.</p> <p>For the reasons described above, this new EASA AD supersedes DGAC France AD 1999-239-287(B)R1 to require a new inspection program.</p> <p>This AD has been republished to correct typographical errors In paragraphs (4) and (5) of the Compliance section, where SB A310-57-2017 was referenced instead of A310-54-2017, which is the correct one.</p>	
Effective Date:	17 January 2008	
Compliance:	<p>The following measures are required from the effective date of this AD:</p> <p>(1) Unless already accomplished, perform an Eddy Current or liquid penetrant inspection of the pylon lower spar between Ribs 6 and 7, at the thresholds (or within the grace period as specified at paragraph (5) of this AD) and in accordance with the instructions defined in AIRBUS Service Bulletin (SB) A310-54-2017 revision 05.</p>	

	<p>Aircraft that have already been inspected and corrective actions taken, as necessary in accordance with DGAC France AD 1999-239-287(B)R1 comply with the requirements of this paragraph;</p> <p>(2) Thereafter, repeat the inspection at the intervals (or within the grace period as specified in paragraph (5) of this AD, as applicable) and in accordance with the instructions defined in AIRBUS SB A310-54-2017 revision 05;</p> <p>(3) Depending on the results of the inspections as required by paragraphs (1) and (2) of this AD, take corrective actions, as necessary, within the applicable time limits and in accordance with the instructions of AIRBUS SB A310-54-2017 revision 05;</p> <p>(4) Within 30 days after each inspection as required by paragraphs (1) and (2) of this AD, fill in the SB A310-54-2017 revision 05 inspection report sheet and send the results of each inspection, including no findings, to AIRBUS;</p> <p>(5) For aircraft which, on the effective date of this AD, have exceeded the thresholds or intervals as specified in AIRBUS SB A310-54-2017 revision 05, the following grace periods, counted from the effective date of this AD, apply for the first inspection to occur:</p> <ul style="list-style-type: none"> - Aircraft that have accumulated up to 10 000 Flight Cycles (FC) inclusive must be inspected within 1 500 FC, without exceeding the criteria specified in AIRBUS SB A310-54-2017 at revision 03 or revision 04. - Aircraft that have accumulated between 10 000 FC and 20 000 FC inclusive must be inspected within 1 000 FC, without exceeding the criteria specified in AIRBUS SB A310-54-2017 at revision 03 or revision 04. - Aircraft that have accumulated more than 20 000 FC must be inspected within 500 FC, without exceeding the criteria specified in AIRBUS SB A310-54-2017 at revision 03 or revision 04.
<p>Ref. Publications:</p>	<p>AIRBUS Service Bulletin A310-54-2017 revision 05.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. This AD was posted on 27 November 2007 as PAD 07-213 for consultation until 27 December 2007. 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 – Airworthiness Office – EAW Fax: + 33 5 61 93 44 51.