



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2008-0066

Datum účinnosti: 14. dubna 2008

AIRBUS SAS
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.

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| EASA | AIRWORTHINESS DIRECTIVE | |
|  | <p style="text-align: center;">AD No : 2008-0066</p> <p style="text-align: center;">Date: 31 March 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: None | | |
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| ATA 54 | Nacelles / Pylons – Pylon Box Rib 5 Lower Side – Inspection | |
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| Manufacturer(s): | AIRBUS (formerly AIRBUS INDUSTRIE) | |
| Applicability: | Airbus A310-203, A310-203C, A310-204, A310-304 and A310-308 aircraft models, all serial numbers, except aircraft that have received AIRBUS Modification 11110 during production or that have been modified in service in accordance with AIRBUS Service Bulletin (SB) A310-54-2032 (Mod. 11109). | |
| Reason: | <p>Two operators of A300 aircraft fitted with General Electric (GE) CF6-50 engine series have reported cracks on the lower side of Rib 5 in the pylon box.</p> <p>The concerned area is similar on A310 aircraft fitted with GE CF6-80A or CF6-80C series engines.</p> <p>Investigations disclosed that these cracks are due to the stresses resulting from the pressure applied by the thrust reverser cowl bumpers.</p> <p>As a result of the A310 Extended Service Goal (ESG) study, an inspection programme of this area is required by this Airworthiness Directive (AD).</p> <p>A similar inspection programme is being contemplated for A300 and A300-600 series aircraft.</p> | |
| Effective Date: | 14 April 2008 | |
| Compliance: | <p>The following measures are required from the effective date of this AD:</p> <p>(1) Perform an High Frequency Eddy Current (HFEC) inspection and a detailed visual inspection on the lower side of Rib 5 of LH and RH pylon in accordance with the instructions defined in AIRBUS SB A310-54-2036 Revision 2 at the</p> | |

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| | <p>latest of the following thresholds, as applicable to the aircraft model:</p> <p>For A310-203, A310-203C and A310-204 :</p> <ul style="list-style-type: none"> - Prior to accumulation of 40 000 flight cycles (FC) or 60 000 flight hours (FH), whichever occurs first; or - Within 250 FH after the effective date of this AD. <p>For A310-304 and A310-308 :</p> <ul style="list-style-type: none"> - Prior to accumulation of 35 000 FC or 60 000 FH, whichever occurs first, or - Within 250 FH after the effective date of this AD. <p>(2) If no cracks are found, repeat the inspection described above at intervals not to exceed 15 000 FH in accordance with the instructions of AIRBUS SB A310-54-2036 Revision 2;</p> <p>Note: Inspections (initial or repetitive) accomplished before the effective date of this AD in accordance with SB A310-54-2036 revision 1 are acceptable for compliance with paragraphs (1) and (2) of this AD. Repetitive inspections occurring after the effective date of this AD must be done in accordance with AIRBUS SB A310-54-2036 revision 2, as required by paragraph (2) of this AD.</p> <p>(3) Within 30 days after each inspection performed in accordance with SB A310-54-2036 revision 2, report to AIRBUS inspection results, whatever they are;</p> <p>(4) If cracks are found during any inspection as required by paragraph (1) or (2) of this AD, within 250 FH, modify the rib 5 in the pylon box using the instructions of AIRBUS SB A310-54-2032;</p> <p>After modification of the rib 5 pylon in accordance with the instructions of AIRBUS SB A310-54-2032, no further actions are required by this AD.</p> |
| Ref. Publications: | <p>AIRBUS Service Bulletins A310-54-2036 revision 1, revision 2; and A310-54-2032 original issue;</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> |
| Remarks : | <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 19 February 2008 as PAD 08-025 for consultation until 18 March 2008. No comments were received during the consultation period. 3. Enquiries regarding this AD 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, Telephone: + 33 5 61 93 36 96, Fax:+ 33 5 61 93 44 51). |