



ÚŘAD PRO CIVILNÍ LETECTVÍ

SEKCE TECHNICKÁ

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2008-0207

Ruší DGAC France AD F-2005-021

Datum účinnosti: 09. prosince 2008

AIRBUS

A310, A300-600


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.: 2008-0207</p> <p>Date: 25 November 2008</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A310 and A300-600 aircraft</p>
TCDS Number :	France N° 145
Foreign AD :	Not applicable
Supersedure:	This AD supersedes DGAC France AD F-2005-021, EASA approval No. 2005-879
ATA 28	Fuel System – Auxiliary Central Tank (ACT) – Modification / Re-Identification [Prevention against Fuel Tank Explosion Risks]
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	<p>Airbus A310-304, A310-308, A310-324 and A310-325 aircraft, all serial numbers, if equipped with one or more ACT with Part Number (P/N) A5387977300451, P/N A5387979400051, P/N A5387977300051 or P/N A5387977300251.</p> <p>Airbus A300B4-620 aircraft, all serial numbers, if equipped with one or more ACT with P/N A5387970000251 or P/N A5387970000451.</p>
Reason:	<p>Further to the accident of a Boeing 747-131 (flight TWA800), the FAA has published SFAR 88 (Special Federal Aviation Regulation 88). Subsequently, the Joint Aviation Authorities (JAA) recommended the application of a similar regulation to the National Aviation Authorities (NAA) of its member countries. Under this regulation, all holders of type certificates for passenger transport aircraft were required to conduct a design review against explosion risks.</p> <p>One of the consequences of the Airbus design review is an improvement in the electrical route of the ACT Fuel Quantity Indicators (FQI), consisting in segregating the FQI cables and the 115V cables and installing fuse adaptors. DGAC France issued AD F-2005-021 to require this modification.</p> <p>Recently, Revision 02 of Airbus Service Bulletin (SB) A310-28-2149 and Revision 03 of SB A300-28-6073 have introduced, for A310-300 and A300-600 aircraft, the re-identification of the ACT after modification.</p> <p>For the reason described above, this new AD retains the requirements of DGAC France AD F-2005-021, which is superseded, identifies the affected aircraft models and ACT P/Ns, and adds the requirement to re-identify the ACT after modification. This AD also prohibits installation of ACT that have not been modified and re-identified.</p>

Effective Date:	09 December 2008
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 24 months after 12 February 2005 [the effective date of DGAC France AD F-2005-021], accomplish the electrical modifications and mechanical adaptations to the ACT in accordance with the instructions of Airbus SB A310-28-2149 or SB A300-28-6073 (any approved revision), as applicable to aircraft model. (2) Within 30 months after the effective date of this AD, re-identify each ACT that has been modified as required by paragraph (1) of this AD, in accordance with the instructions of Airbus SB A310-28-2149 Revision 02 or SB A300-28-6073 Revision 03, as applicable to aircraft model. (3) After accomplishment of the modifications required by paragraphs (1) and (2) of this AD, no person shall install any ACT on an aircraft, unless this ACT has been modified and re-identified in accordance with the instructions of Airbus SB A310-28-2149 Revision 02 or SB A300-28-6073 Revision 03, as applicable to aircraft model.
Ref. Publications:	<p>Airbus Service Bulletin A310-28-2149 original issue, Revision 01 and Revision 02 Airbus Service Bulletin A300-28-6073 original issue, Revision 01, Revision 02 and Revision 03</p> <p>The use of later approved revisions of these documents is acceptable for compliance with requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 20 October 2008 as PAD 08-103 for consultation until 10 November 2008. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, 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).