



# ÚŘAD PRO CIVILNÍ LETECTVÍ

SEKCE TECHNICKÁ

## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2009-0171

Účinnost od: 19. srpna 2009

**AIRBUS**

**A300, A310, A300-600, A300-600ST**

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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.

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*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.

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2009-0171</b></p> <p><b>Date: 05 August 2009</b></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><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A300, A310, A300-600 and A300-600ST aeroplanes</p>
<p>TCDS Number : France No. 145 and EASA.A.014</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
<b>ATA 26, 29</b>	<b>Fire Protection / Hydraulic Power - Air Pressurisation Check Valves – Identification / Replacement</b>
<p>Manufacturer(s):</p>	<p>AIRBUS (formerly AIRBUS INDUSTRIE).</p>
<p>Applicability:</p>	<p>AIRBUS A300, A310 and A300-600 aeroplanes, all certified models, all serial numbers, and AIRBUS A300F4-608ST aeroplanes, all serial numbers, if Crissair check valves P/N 2S2794-1 are installed.</p>
<p>Reason:</p>	<p>In the past, some operators have reported difficulties to pressurise the hydraulic reservoirs, due to leakage of the Crissair reservoir air pressurisation check valves. In some cases, the air conditioning system was contaminated with hydraulic mist. The leakage of the check valves was caused by an incorrect spring material. The affected Crissair check valves Part Number (P/N) 2S2794 were then replaced with improved check valves P/N 2S2794-1 in accordance with Airbus Service Information Letter 29-020.</p> <p>More recently, similar issues were again reported on aeroplanes with Crissair check valves P/N 2S2794-1 installed. The investigations carried out on those check valves have shown that a spring, mounted inside the valve, does not meet the Airbus type design specifications.</p> <p>This situation, if not corrected, can cause hydraulic system functional degradation, possibly resulting in reduced control of the aeroplane when combined with an air duct leak, air conditioning system contamination or, if installed, malfunction of the fire extinguishing system in the Class 'C' cargo compartment.</p> <p>For the reasons described above, EASA AD 2008-0166 was issued to require the inspection of the Crissair check valves P/N 2S2794-1, to identify serial</p>

	<p>numbers (s/n) and the replacement of the affected ones with serviceable units.</p> <p>Later on, further investigation by the vendor Crissair revealed more suspect check valves P/N 2S2794-1. Based on this, it was concluded that EASA AD 2008-0166 did not adequately address the unsafe condition and also did not correctly identify the Functional Item Numbers (FIN) of the various aeroplane installations of the affected valves. Consequently, EASA AD Cancellation Notice No.: 2008-0166-CN was issued on 29 October 2008 to cancel EASA AD 2008-0166.</p> <p>An updated list of suspect check valves with P/N 2S2794-1 has now been issued by Crissair Inc., the manufacturer. Consequently, this EASA AD requires the identification of the check valves by s/n and the replacement of the affected ones with serviceable units.</p>								
Effective Date:	19 August 2009								
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the time period indicated in Table 1 of this AD, identify the Serial Number (S/N) of Crissair check valves P/N 2S2794-1, using Appendix 1 (complete list for aeroplanes not already compliant with EASA AD 2008-0166 requirements) or Appendix 2 (additional list for aeroplanes already compliant with EASA AD 2008-0166 requirements) of Airbus Service Bulletin (SB) A300-29-0124 Revision 02, SB A310-29-2097 Revision 01, SB A300-29-6060 Revision 01 or SB A300-29-9009 Revision 02, as applicable to aeroplane model. Depending on findings, apply corrective action(s) in accordance with the instructions of Airbus SB A300-29-0124 Revision 02, SB A310-29-2097 Revision 01, SB A300-29-6060 Revision 01 or SB A300-29-9009 Revision 02, as applicable to aeroplane model.</p> <p><b>Note:</b> Check Valves P/N 2S2794-1 marked with "R" have already been modified per Vendor Service Bulletin No. 20070407-29-1 and therefore do not need to be replaced. Check valves P/N 2S2794 are not affected.</p> <table border="1" data-bbox="509 1167 1461 1805"> <thead> <tr> <th colspan="2" data-bbox="512 1171 1458 1218">- Table 1 -</th> </tr> <tr> <th data-bbox="512 1223 1090 1323">Affected check valve installation, identified by FIN (Functional Item Number):</th> <th data-bbox="1093 1223 1458 1323">Compliance time:</th> </tr> </thead> <tbody> <tr> <td data-bbox="512 1328 1090 1597">           Hydraulic System (all aeroplanes) - FIN 29/1388, FIN 29/2388 and FIN 29/3388             Cargo Compartment Fire Extinguishing System, equipped with Flow Metering System (A310 and A300-600 aeroplanes "post Airbus modification 06403" only) - FIN 26/0203         </td> <td data-bbox="1093 1328 1458 1597">           Within 4 months after the effective date of this AD         </td> </tr> <tr> <td data-bbox="512 1601 1090 1800">           Hydraulic System (all aeroplanes) - FIN 29/1378, FIN 29/1382 and FIN 29/1394             Hydraulic System (A300 aeroplane Configuration 01 "pre Airbus modification 03079" only) - FIN 29/1381         </td> <td data-bbox="1093 1601 1458 1800">           Within 30 months after the effective date of this AD         </td> </tr> </tbody> </table> <p>(2) After replacement of all affected check valves on an aeroplane, as required by paragraph (1) of this AD, do not install any Crissair P/N 2S2794-1 check valve on that aeroplane, unless it has a serial number other than those listed in AIRBUS SB A300-29-0124 Revision 02, A310-29-2097 Revision 01, A300-29-6060 Revision 01 or A300-29-9009 Revision 02, or unless check valve P/N 2S2794-1 is marked with 'R'.</p>	- Table 1 -		Affected check valve installation, identified by FIN (Functional Item Number):	Compliance time:	Hydraulic System (all aeroplanes) - FIN 29/1388, FIN 29/2388 and FIN 29/3388  Cargo Compartment Fire Extinguishing System, equipped with Flow Metering System (A310 and A300-600 aeroplanes "post Airbus modification 06403" only) - FIN 26/0203	Within 4 months after the effective date of this AD	Hydraulic System (all aeroplanes) - FIN 29/1378, FIN 29/1382 and FIN 29/1394  Hydraulic System (A300 aeroplane Configuration 01 "pre Airbus modification 03079" only) - FIN 29/1381	Within 30 months after the effective date of this AD
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	<p>(3) Within 3 weeks after the inspection, fill in the inspection reporting sheet in accordance with the instructions of AIRBUS SB A300-29-0124 Revision 02, A310-29-2097 Revision 01, A300-29-6060 Revision 01 or A300-29-9009 Revision 02 as applicable to aeroplane model and send it to AIRBUS (E-mail: <a href="mailto:sb.reporting@airbus.com">sb.reporting@airbus.com</a>).</p>
<p>Ref. Publications:</p>	<p>AIRBUS Service Bulletins:  A300-29-0124 Revision 02  A310-29-2097 Revision 01  A300-29-6060 Revision 01  A300-29-9009 Revision 02</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 15 July 2009 as PAD 09-092 for consultation until 29 July 2009. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA; E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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</li> </ol>