

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-T-AD-3-055/1998R3

Nahrazuje CAA-T-AD-3-055/1998R2

Datum vydání: 20. ledna 2000

LETADLO - ZÁLOŽNÍ BRZDOVÝ SYSTÉM - KONTROLA

Týká se: letadel vyrobených firmou AIRBUS INDUSTRIE A300, A310 a A300-600, všech verzí a výrobních čísel, u kterých nebyla ve výrobě zahrnuta AIRBUS INDUSTRIE modifikace č. 12012 nebo, u kterých nebyl proveden Service Bulletin A300-32-0429 nebo A310-32-2113 nebo A300-32-6075.

Datum účinnosti: ihned po obdržení

Provést v termínech: Jak je popsáno v DGAC AD 1998-263-255(B) R3 (příloha tohoto PZZ).

Postup provedení prací: Dle DGAC AD 1998-263-255(B) R3.

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Toman. Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě DGAC AD 1998-263-255(B) R3, který nahrazuje DGAC AD 1998-263-255 R2.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

DGAC AD ref. 1998-263-255(B) R3

AIRBUS INDUSTRIE

A300, A310 and A300-600 aircraft

Alternate Braking System Check (ATA 32)

1. APPLICABILITY:

AIRBUS INDUSTRIE A300, A310 and A300-600 aircraft, all certified models and all serial numbers, except:

- aircraft on which AIRBUS INDUSTRIE modification (Mod.) No. 12012 has been embodied in production,
- aircraft on which AIRBUS INDUSTRIE Service Bulletin (SB) A300-32-0429 or A310-32-2113 or A300-32-6075 has been embodied in operation.

2. REASON:

This Airworthiness Directive (AD) is prompted by a recent event of an alternate braking system loss leading an A320 aircraft to go beyond the end of the runway at landing.

This event was due to the freezing in flight of water ingressed in the bottom of the Braking Dual Distribution Valve (BDDV) preventing the alternate braking mode to operate at landing.

The purpose of Revision 3 of this AD is to take into account a new production modification and associated SB (Mod. No.12012). This revision limits the applicability requirements of the AD.

3. MANDATORY ACTION AND COMPLIANCE DATES:

In order to detect a possible loss of the alternate braking system resulting from a possible in flight seizure of a BDDV due to water freezing, the functional test and, when necessary, the associated maintenance tasks described in Paragraph 4 of AIRBUS INDUSTRIE AOT 32-19 Revision 2 dated August 20, 1998 must be applied and the results must be reported to AIRBUS INDUSTRIE.

NOTE: Enquiries regarding the technical content of this AD should be made to:

DGAC France, SFACT/N.AT:DGAC/SFACT/N.AT50 rue Henry Farman75720 PARIS CEDEX 15Tel: (33) 1 58 09 45 09 - Fax: (33) 1 58 09 42 20 (or 43 19)or toAIRBUS INDUSTRIE AI/EA:1 Rond Point Maurice Bellonte31707 BLAGNAC CEDEX - France

Tel: (33) 5 61 93 48 01 - Fax: (33) 5 61 93 44 51

REF.: AIRBUS INDUSTRIE AOT 32-19 Revision 2 dated August 20, 1998.

AIRBUS INDUSTRIE Service Bulletin: A300-32-0429, A310-32-2113, A300-32-6075

(original issue or any later approved revision).

This Revision 3 replaces the AD 98-263-255(B) R2 dated August 26, 1998.

EFFECTIVE DATES:

Original AD: Upon receipt of telegraphic diffusion issued on JULY 08, 1998Revision 1: Upon receipt of telegraphic diffusion issued on d JULY 17, 1998Revision 2: Upon receipt from AUGUST 26, 1998Revision 3: Upon receipt from DECEMBER 29, 1999