

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**Číslo: CAA-AD-4-067/98R1**

Nahrazuje CAA-AD-4-067/98

Datum vydání: 10. dubna 2000

## LETADLO - PODVOZEK (ATA 32) - KONTROLA

**Týká se:** letadel AIRBUS INDUSTRIE A300, A310 a A300-600 všech verzí a výrobních čísel, jak je upřesněno v části "Applicability" DGAC AD 1997-113-221(B) R3 (příloha tohoto PZZ).

**Datum účinnosti:** 18. května 2000

**Provést v termínech:** Jak je popsáno v DGAC AD 1997-113-221(B) R3.

**Postup provedení prací:** Dle DGAC AD 1997-113-221(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 1997-113-221(B) R3, který nahrazuje DGAC AD 97-113-221(B) R2.

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**Ředitel technického inspektorátu**  
**Úřad pro civilní letectví**

**DGAC AD ref.: 1997-113-221(B) R3**

### AIRBUS INDUSTRIE

A300, A310 and A300-600 aircraft

Landing gear free fall extension (ATA 32)

### APPLICABILITY:

This Airworthiness Directive (AD) applies to AIRBUS INDUSTRIE A300, A310 and A300-600 aircraft, all certified models and all serial numbers, on which AIRBUS INDUSTRIE modification No. 04443 has not been embodied, and which are not fitted with the door and landing gear alternate release device using the yellow hydraulic system, post mod 02781, (AIRBUS INDUSTRIE Service Bulletins (SB) A300-32-272 or A300-32-332) and pre mod 03433.

### REASON:

In order to detect and prevent any incorrect rigging of the landing gear free fall control mechanism, in which case the cockpit control handle could reach its mechanical stop (after 20.4 turns) before landing gear release and extension take place, the following measures are rendered mandatory.

**COMPLIANCE:**

1. Within 600 flight hours following the effective date of this AD at original issue, perform an operational test (aircraft on wheels) of the landing gear free fall mechanism and readjust if required, in accordance with the instructions of paragraph 4.2.1. of A.O.T. 32-14 Rev.1 dated March 13,1997.

**Note 1:** Inform AIRBUS INDUSTRIE of all inspection results including nil findings.

**Note 2:** On the effective date of this AD at original issue, aircraft having already performed A.O.T. 32-14 dated February 3,1997 successfully are not affected by paragraph 1 of this AD.

2. Before March 31,1998, perform a functional test (aircraft on jacks) in accordance with the instructions of paragraph 422. of AIRBUS INDUSTRIE A.O.T. No. 32-14 Rev. 1 dated March 13,1997.

3. Repeat the functional test described above at one year intervals.

4. Before the 30th of November 2002, modify the kinematic of the free fall control mechanism, in accordance with the instructions of SB A300-32-425 Rev.1, A310-32-2111 Rev.3 or A300-32-6072 Rev.1.

No further action in accordance with the present AD is required after application of the SB A300-32-425 Rev.1, A310-32-2111 Rev.3 or A300-32-6072 Rev.1.

**REF.:**

AIRBUS INDUSTRIE A300/A300-600/A310

A.O.T. 32-14 dated 03/02/1997

AIRBUS INDUSTRIE A300/A300-600/A310

A.O.T. 32-14 Rev.1 dated 13/03/1997

AIRBUS INDUSTRIE Service Bulletins

A300-32-272, A300-32-332, A300-32-425 Rev.1,

A310-32-2111 Rev.3, A300-32-6072 Rev.1

(or any later approved revision).

This Revision 3 replaces AD 97-113-221(B) R2 dated 26/08/1998.

**EFFECTIVE DATES:**

Original AD: MAY 17,1997

Revision 1: DECEMBER 13, 1997

Revision 2: SEPTEMBER 05,1998

Revision 3: APRIL 01, 2000