

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-4-092R1/98

Datum vydání: 08. února 1999

LETADLO - OBRAČEČ TAHU - VYŘAZENÍ Z ČINNOSTI

Týká se: letadel Airbus A310 a A300-600 vybavených motory JT9D-7R4 nebo P&W 4000..

Datum účinnosti: 25. března 1999

Provést v termínech: jak je popsáno v DGAC AD T98-477-273(B) R1(příloha tohoto PZZ).

Postup provedených prací: dle DGAC AD T98-477-273(B) R1.

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 zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě DGAC AD T98-477-273(B).

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

THIS TEXT IS NOT SENT TO FOREIGN OPERATORS OF AIRCRAFT NON REGISTERED IN FRANCE. IT IS UP TO THE NATIONAL AUTHORITIES TO FORWARD IT TO THEM ON RECEIPT.

No T98-477-273(B) R1

Issued by: DGAC FRANCE as PRIMARY AIRWORTHINESS AUTHORITY

On: December 23, 1998

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.

ATA 71

TITLE: A310 and A300-600: Thrust Reverser

APPLICABILITY: Airbus A310 and A300-600 aircraft equipped with JT9D-7R4 or P&W 4000 series engines.

REASON: This Telegraphic Airworthiness Directive is prompted by a recent event of Thrust Reverser in flight deployment on an A300-600 aircraft equipped with P&W 4158 engine.

This condition, if not corrected could impair the flight controllability of the aircraft.

ACTION: To prevent an in flight Thrust Reverser deployment accomplish the following :

a) Before departure from Main Base or within the next four (4) flight cycles, whichever occurs first, Deactivate both Thrust Reversers in accordance with the instructions given in paragraph 42 of Airbus Industrie All Operators Telex (AOT) 78-08, November 30st,1998.

b) Reactivation of a Thrust Reverser is only allowed under the following conditions:

1-Reinforce the Stow Selection, and periodically inspect the Selector Valve in accordance the terms and conditions of paragraph 4.2.1.1 of Airbus Industrie AOT 78-09/98, December 1998.

2-Reinforce against power supply loss in accordance with the terms and conditions of paragraph 42.12 of Airbus Industrie AOT 78-09/98, December 1998.

3-Reinforce the protection against inadvertent pressurization of the Thrust Reverser in accordance with the terms and conditions of paragraph 42.13 of Airbus Industrie AOT 78-09/98, December 1998.

4- Perform a Thrust Reverser Aerostow seal check and a Power Drive Unit (PDU) check, in accordance with the terms and conditions of paragraph 4.2.1.4. of Airbus Industrie AOT 78-09/98, December 1998.

5- Perform a Thrust Reverser operational Test in accordance with the terms and conditions of paragraph 42. 1.5 of Airbus Industrie AOT 78-09/98, December 1998.

NOTES:

a) Reason for Revision 1 of TAD 98-477-273(B) :

The purpose of this AD Revision 1 is to allow the reactivation of Thrust Reverser under certain conditions based on the findings of the event's investigation.

b) Operational Recommendations:

i) With both Thrust Reverser deactivated, follow the Operational recommendations described in Airbus Industrie Flight Operation Telex (FOT) 999.0124/98 Revision 3, December 10,1998.

ii) When, and if, Thrust Reverser(s) is/are reactivated, follow the Operational recommendations described in Airbus Industrie FOT 999.0140/98, December 23, 1998.

c) Inquiries regarding the technical content of this TAD should be made to :

DGAC France - Rachel DAESCHLER

Tel. : (33) 01.41.09.41.73 - Fax : (33) 01.41.09.42.20 (or 43.19)

or to

Airbus Industrie - Yves REGIS

Tel: (33) 05.61.9331.81 Fax (33) 05.61.93.45.80

EFFECTIVE DATE : Upon receipt.