

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-4-095/98

Datum vydání: 17. prosince 1998

LETADLO - VRCHNÍ PŘECHODOVÝ KRYT KŘÍDLO/TRUP - INSTALACE PŘEPÁŽKY A TĚSNĚNÍ

Týká se: letadel Airbus A310 uvedených v části "Applicability" v DGAC AD 98-450-261(B) (příloha tohoto PZZ).

Datum účinnosti: 28. ledna 1999

Provést v termínech: jak je popsáno v DGAC AD 98-450-261(B).

Postup provedených prací: dle DGAC AD 98-450-261(B).

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 98-450-261(B).

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

GSAC

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 98-450-261(B)

In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A310 Aircraft

Wing to fuselage upper fairings (ATA 53)

APPLICABILITY:

AIRBUS INDUSTRIE A310 aircraft :

A310-300 aircraft : all certified models and all serial numbers on which AIRBUS INDUSTRIE modification No 11758 has not been embodied, and

A310-200 aircraft : all certified models and all serial numbers on which modifications No 4800 or 4906 have been embodied.

The aircraft on which AIRBUS INDUSTRIE Service Bulletin A310-53-2083 Revision 2 has been embodied, are not concerned by this Airworthiness Directive.

REASON:

Aerodynamic phenomena, associated with air penetrating between the wing fairing and the fuselage cause vibrations in the upper wing fairings. A rupture of multiple fairing attachments due to fatigue could lead to fairing loss in flight, which in turn could damage the aircraft structure.

ACTION:

Before October 31, 2000 :

- add pressure bulkheads inside the fairings and
- install new seals between the fairings and the fuselage

in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin A310-53-2083, Revision 2.

REF. : AIRBUS INDUSTRIE Service Bulletin A310-53-2083 Revision 2 (or any other later approved revision).

EFFECTIVE DATE: NOVEMBER 28 1998