# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

## CAA-AD-4-096/98

Datum vydání: 17. prosince 1998

## LETADLO - VRCHNÍ PŘECHODOVÝ KRYT KŘÍDLO/TRUP - KONTROLA

**Týká se:** letadel Airbus A310 uvedených v části "Applicability" v DGAC AD 97-175-228(B) R1 (příloha tohoto PZZ).

**Datum účinnosti:** 28. ledna 1999

**Provést v termínech:** jak je popsáno v DGAC AD 97-175-228(B) R1.

**Postup provedených prací:** dle DGAC AD 97-175-228(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 zapracován do příslušné části dokumentace pro obsluhu,údržbu a opravy letadla. Tento PZZ byl vypracován na základě DGAC AD 97-175-228(B) R1.*

**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. : 97-175-228(B) R1**

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

**AIRBUS INDUSTRIE**

A310 Aircraft

Wing to fuselage upper fairings attachments (ATA 53)

**APPLICABILITY:**

AIRBUS INDUSTRIE A310 aircraft :

- A310-300 aircraft : all certified models and all serial numbers on which AIRBUS INDUSTRIE serial modification No 11758 has not been embodied.
- A310-200 aircraft : all certified models and all serial numbers on which AIRBUS INDUSTRIE serial 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 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 logging 5,000 flight hours or within the 1,200 flight hours following the effective date of this Airworthiness Directive (original issue of August 23, 1997), whichever occurs later, perform a visual inspection of the attachments in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin A310-53-2078 Revision 1.

Depending on the inspection results (number of cracked attachments), carry out the repairs if required and repeat this inspection programme at the intervals and in accordance with the instructions defined in AIRBUS INDUSTRIE Service Bulletin A310-53-2078 revision 1, or modify the fairings according to the instructions of AIRBUS INDUSTRIE Service Bulletin A310-53-2083 Revision 2.

No further inspections in accordance with this Airworthiness Directive are required after accomplishment of AIRBUS INDUSTRIE Service Bulletin A310-53-2083 Revision 2.

**REFERENCES:**
AIRBUS INDUSTRIE Service Bulletin
A310-53-2078 Revision 1
A310-53-2083 Revision 2
(or any other later approved revision).

This Revision 1 supersedes Airworthiness Directive 97-175-228(B) dated August 13, 1997.

**EFFECTIVE DATES:**
Original issue: AUGUST 23, 1997
Revision 1: NOVEMBER 28, 1998