

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-002/2001

Datum vydání: 09. ledna 2001

## LETOUN - TRUP LETADLA - KOŘEN KŘÍDLA (ATA 53) - KONTROLA

**Týká se:** letadel AIRBUS INDUSTRIE A310, všech verzí a všech výrobních čísel, u kterých nebyla ve výrobě zahrnuta AIRBUS INDUSTRIE modifikace č. 08888 a č. 08889.

**Datum účinnosti:** 22. února 2001

**Provést v termínech:** Jak je popsáno v DGAC AD 2000-514-326(B), od data účinnosti tohoto PZZ.

**Postup provedení prací:** Dle DGAC AD 2000-514-326(B) (příloha tohoto PZZ).

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 2000-514-326(B), který nahrazuje DGAC AD 96-008-175(B), který byl zrušen jeho Revizí 3.

**Ing. Pavel MATOUŠEK**  
**Ředitel technického inspektorátu**  
**Úřad pro civilní letectví**

**DGAC AD No.: 2000-514-326(B)**

**AIRBUS INDUSTRIE**

**A310 aircraft**

Fuselage - Chafing plates of wing root (ATA 53)

### APPLICABILITY:

AIRBUS INDUSTRIE A310 aircraft, all certified models and all serial numbers on which AIRBUS INDUSTRIE modifications No. 08888 and No. 08889 have not been embodied in production.

### REASONS:

In-service experience revealed cases of corrosion and crack development around and under the chafing plates of the wing root between FR36 and FR39.

An inspection program was rendered mandatory by Airworthiness Directive (AD) 96-008-175(B) in order to prevent any degradation of the structural integrity of the airframe. This AD considered AIRBUS INDUSTRIE Service Bulletin (SB) A310-53-2070 (Modification No. 08888 and 08889) as the final action of the inspection program, which is not the case when rework is required to eliminate corrosion before application of the modification : a program of repetitive fatigue inspections then remains mandatory.

This AD, which redefines the "corrosion" and "fatigue" inspection program, deletes and supersedes AD 96-008-175(B) in order to prevent any misinterpretation of this later.

### ACTIONS:

1. Four years after the first flight of the aircraft, or within 18 months following the effective date of this AD, whichever occurs later, perform a (corrosion + fatigue) inspection in accordance with the instructions of SB A310-53-2069 R4.

The aircraft which have already been checked in accordance with the instructions of SB A310-53-2069 R1 (or any later approved revision) are not subjected to the requirements of paragraph Actions 1 - of this AD.

2. Depending on the results of the previous inspections, perform rework or apply repair if necessary and repeat the inspections at intervals and in accordance with the instructions of SB A310-53-2069 R4.

No further inspections in accordance with the "corrosion" requirements of this AD are necessary after application of SB

A310-53-2070.

No further inspections in accordance with the "fatigue" requirements of this AD are necessary after application of SB A310-53-2070, provided rework was not necessary to eliminate corrosion after an inspection in accordance with the instructions of SB A310-53-2069 R1 (or any later approved revision).

Threshold and interval values for the "fatigue" inspections were defined on the basis of an average flight of 96 minutes. For all aircraft having different average flight durations, a correction as per the method defined in A310 MRBD SECTION D § 8 must be applied, with an FR value of 0.08.

**REF:**

- AIRBUS INDUSTRIE Service Bulletins

A310-53-2069 R4

A310-53-2070

Any later approved revision of these SB is acceptable.

- Airworthiness Directive 96-008-175(B)

- A310 Maintenance Review Board Document (MRBD) dated October 1997.

This Airworthiness Directive supersedes Airworthiness Directive 96-008-175(B), which is cancelled by its Revision 3.

**EFFECTIVE DATE:** DECEMBER 23, 2000