

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-002/2001R1

Nahrazuje CAA-AD-002/2001

Datum vydání: 19. června 2002

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

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

Datum účinnosti: 08. srpna 2002

Provést v termínech:

Jak je popsáno v DGAC AD 2000-514-326(B) R1, od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle DGAC AD 2000-514-326(B) R1 (příloha tohoto PZZ).

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická - 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) R1, který nahrazuje DGAC AD 2000-514-326(B).

Ing. Pavel MATOUŠEK

Ředitel sekce technické

Úřad pro civilní letectví

DGAC AD No.: 2000-514-326(B) R1

AIRBUS

A310 aircraft

Fuselage - Chafing plates of wing root (ATA 53)

APPLICABILITY:

AIRBUS A310 aircraft, all certified models and all serial numbers on which AIRBUS 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.

The aim of Revision 1 of this AD is to cancel the paragraph concerning adjustment for range method which is no more necessary. Revision 4 of SB A310-53-2069 gives threshold and interval with FH and FC limits for fatigue inspection.

COMPLIANCE:

1. Four years after the first flight of the aircraft, or within 18 months following the effective date of this AD at original issue, 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).

[...]

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)

[...]

This Airworthiness Directive replaces AD 96-008-175(B), which is cancelled.

This Revision 1 replaces original AD 2000-514-326(B) dated December 13,2000.

EFFECTIVE DATE:

Original AD: DECEMBER 23, 2000

Revision 1: JUNE 08, 2002