

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOST

**CAA-AD-021/2001**

Datum vydání: 14. března 2001

## **LETOUN - TRUP LETADLA - VSTUPNÍ DVEŘE, DVEŘE NOUZOVÉHO VÝCHODU (ATA 53) - KONTROLA**

**Týká se:** letadel AIRBUS INDUSTRIE A300, A310 a A300-600, všech certifikovaných verzí a všech výrobních čísel.

**Datum účinnosti:** 19. dubna 2001

**Provést v termínech:** Jak je popsáno v DGAC AD 2001-071(B), od data účinnosti tohoto PZZ.

**Postup provedení prací:** Dle DGAC AD 2001-071(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 2001-071(B).

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

**DGAC AD No.: 2001-071(B)**  
**AIRBUS INDUSTRIE**  
AIRBUS INDUSTRIE  
A300, A310 and A300-600 aircraft

Fuselage - Inspection of skin lap joints at the passenger doors and emergency exit doors (ATA 53)

APPLICABILITY:

AIRBUS INDUSTRIE A300, A310 and A300-600 aircraft, all certified models, all serial numbers.

REASONS:

A 91 cm long crack was found above passenger door No. 2 during a routine check on an A300B4-203 aircraft.

If left uncorrected, this crack could result in reduced structural integrity of the fuselage pressure vessel.

An inspection programme was rendered mandatory by Airworthiness Directive (AD) 2000-001-300(B) R1 of January 26, 2000 for aircraft with an identical configuration (A300 aircraft on which AIRBUS INDUSTRIE modification No. 2611 has not been embodied in production).

Following an analysis, it appears that other areas with a similar design may also be affected by such cracks.

ACTIONS:

At the thresholds defined in the following AIRBUS INDUSTRIE Service Bulletins (SB) or before September 30, 2002, whichever occurs first, an ultrasonic inspection is rendered mandatory in accordance with the technical instructions of the associated SB:

a) For AIRBUS INDUSTRIE A300 aircraft on which AIRBUS INDUSTRIE modification No. 2611 has not been embodied in production:

SB A300-53-0356 and SB A300-53-0357

b) For AIRBUS INDUSTRIE A300 aircraft on which AIRBUS INDUSTRIE modification No. 2611 has been embodied in production:

SB A300-53-0354 at the original issue or at Revision 01 and SB A300-53-0357

c) For AIRBUS INDUSTRIE A310 aircraft:

SB A310-53-2112

d) For AIRBUS INDUSTRIE A300-600 aircraft:

SB A300-53-6129 at the original issue or at Revision 01

Inform the manufacturer of all inspection results, whatever they may be.

REF.: AIRBUS INDUSTRIE Service Bulletins:

SB A300-53-0354 original issue and Revision 01

SB A300-53-0356

SB A300-53-0357

SB A310-53-2112

SB A300-53-6129 original issue and Revision 01

(Any later approved revision of these SBs is acceptable).

EFFECTIVE DATE: MARCH 03, 2001