PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-022/2001R2

Nahrazuje CAA-AD-022/2001R1

Datum vydání: 14. února 2002

LETOUN – PŘÍPUST MOTORU (ATA 76) – KONTROLA/MODIFIKACE

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

Datum účinnosti: 18. dubna 2002

Provést v termínech: Jak je popsáno v DGAC AD 2001-072(B) R2, od data účinnosti tohoto PZZ.

Postup provedení prací: Dle DGAC AD 2001-072(B) R2 (příloha tohoto PZZ).

Poznámky: Provedení tohoto PZZ musí být zapsáno do motorové 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 2001-072(B) R2, který nahrazuje DGAC AD 2001-072(B) R1.

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Úřad pro civilní letectví

DGAC AD No.: 2001-072(B) R2
AIRBUS INDUSTRIE
A300, A310 and A300-600 aircraft

Throttle control - Inspection and modifications (ATA 76)

1. APPLICABILITY:

AIRBUS INDUSTRIE A300, A310 and A300-600 aircraft, all certified models. The applicability of each action rendered mandatory is defined in paragraph 3 of this Airworthiness Directive (AD) and shown in the following summary table.

	A300	A310	A300-600
Action No.1	x		
Action No.2	x	x	
Action No.3		x	
Action No.4	x	x	x
Action No.5		x	x
Action No.6		x	x
Action No.7		x	x

2. REASONS:

Hard points in the throttle control linkage have been reported by operators.

If not corrected, this situation could lead to asymmetrical movements when the ATS (auto-throttle) is engaged and lead to difficulties in controlling the flight path it the condition of asymmetrical engine thrust is not corrected by the crew.

Revision 1 of this AD aims at:

- bring details in paragraph “Compliance”, in order to avoid some misunderstanding, without modification of the technical content,
- correct the identification of a referred Service Bulletin

Revision 2 of this AD aims at:

- bringing details in "Action No. 2" and "Action No. 4" of the paragraph "Compliance", in order to avoid some misunderstanding, without modification of the technical content.

3. COMPLIANCE:

In order to prevent hard points during operation of the throttle control linkage, the following measures are rendered mandatory on the effective date of this AD.

3.1. Modifications

Action No.1:
applicable to A300 aircraft, all certified models equipped with G.E. engines, all serial numbers, which have not been supplied with AIRBUS INDUSTRIE modification (Mod.) 3758 in production or AIRBUS INDUSTRIE Service Bulletin (SB) A300-76-007, at the original issue or any later approved revision, in service.

- Before December 31, 2002, in each engine pylon, install flexible ice protection boots on the upper fittings of the throttle and HP fuel shut-off valve control cables, in accordance with the instructions of SB A300-76-007 R5.

Action No. 2:
applicable to A300 aircraft, all certified models and A310 aircraft of the -200 series, all serial numbers fitted with common pylons (Mod. 02434 or Mod. 03599) which have not been supplied with Mod. 4830 (or Mod. 4799) in production or SB A300-76-0015 (or A310-76-2001), at the original issue or any later approved revision, in service.

- Before December 31, 2002, install a throttle control heating system in each engine pylon (common pylon), in accordance with the instructions of SBA300-76-0015 R1 or A3l0-76-2001 R1.

Action No. 3:
applicable to A310 aircraft equipped with G.E. CF6-80A3 engines, which have not been modified in accordance with SB A310-76-2004 at the original issue or any later approved revision.

- Before December 31, 2002, in each engine pylon, on the throttle control, install an elastomer sealing boot on the ball bearing of the flexible control, in accordance with the instructions of SB A310-76-2004 R2.

Action No. 4:
applicable to A300, A310 and A300-600 aircraft, all certified models, all serial numbers fitted with common pylons (Mod. 02434 or Mod. 03599 or Mod. 04799), which have not been supplied with Mod. 6035 in production, or SB A300-76-0016 (or A310-76-2005 or A300-76-6002) at the original issue or any later approved revision, in service.

- Before December 31, 2002, in each engine pylon (common pylon), replace the roller of the secondary relay of the throttle control by a new one, in accordance with the instructions of SB A300-76-0016 R2 or A310-76-2005 R1 or A300-76-6002 R1.

Action No. 5:
applicable to A310 and A300 00 aircraft, all certified models equipped with G.E. CF6-80C2 engines, all serial numbers which have not been supplied with Mod. 8218 in production, or SB A310-76-2010 or A300-76-6007, at the original issue or any later approved revision, in service.

- Before December 31, 2002, install a cooling shroud on the cable of each throttle control unit, and connect the shroud to the ventilation duct of the HP compartment, in accordance with the instructions of SB A310-76-2010 R2 or A300-76-6007 R1.

Action No. 6:
applicable to A310 and A300-600 aircraft, all certified models equipped with G.E. CF6-80 engines all serial numbers which have not been supplied with Mod. 11061 in production or SB A310-76-2012 or A300-76-6009, at the original issue or any later approved revision, in service.

- Before December 31, 2002, in each engine pylon, install an elastomer plug filled with grease, at the end of the engine control cable, in accordance with the instructions of SB A310-76-2012 R1 or A300-76-6009 R1.

3.2. Inspection

The following inspection concerns AIRBUS INDUSTRIE A310 and A300-600 aircraft, all certified models equipped wilt PW JT9D-7R4 engines, which have not been supplied with Mod. 6567 in production or SB A310-76-2007 or A300-76-6004, at their original issue or any later approved revision, in service.

Time Compliance:

Within 500 flight hours following the effective date of this AD at original issue, or within 2,000 flight hours following the last inspection, whichever occurs later.

Action No. 7:

a) In each engine pylon, inspect the push-pull cable of the throttle control and the rack-box connection, in accordance with the instructions of SB A310-76-2006 R2 or A300-76-6003 R3.

b) In view of the inspect on result, if necessary, replace either the push-pull cable, or the rack-box, or both, in accordance with the instructions of SB A310-76-2006 R2 or A300-76-6003 R3.

c) Repeat the inspection at intervals not exceeding 2,000 flight hours, even after replacement of the defective components.

Note:
no further inspection is required after application of SB A310-76-2007 R2 or A300-76-6004 R1.

REF.:
AIRBUS INDUSTRIE Service Bulletin A300-76-007 R5
AIRBUS INDUSTRIE Service Bulletin A300-76-0015 R1
AIRBUS INDUSTRIE Service Bulletin A300-76-0016 R2
AIRBUS INDUSTRIE Service Bulletin A310-76-2001 R1
AIRBUS INDUSTRIE Service Bulletin A310-76-2004 R2
AIRBUS INDUSTRIE Service Bulletin A310-76-2005 R1
AIRBUS INDUSTRIE Service Bulletin A310-76-2010 R2
AIRBUS INDUSTRIE Service Bulletin A310-76-2012 R1
AIRBUS INDUSTRIE Service Bulletin A310-76-2006 R2
AIRBUS INDUSTRIE Service Bulletin A310-76-2007 R2
AIRBUS INDUSTRIE Service Bulletin A300-76-6002 R1
AIRBUS INDUSTRIE Service Bulletin A300-76-6007 R1
AIRBUS INDUSTRIE Service Bulletin A300-76-6009 R2
AIRBUS INDUSTRIE Service Bulletin A300-76-6003 R3
AIRBUS INDUSTRIE Service Bulletin A300-76-6004 R1
Any later approved revision of these SBs is acceptable.

This Revision 2 replaces AD 2001-072(B) R1 dated March 07, 2001.

EFFECTIVE DATE:
Original AD: MARCH 03, 2001
Revision 1: MARCH 17, 2001
Revision 2: FEBRUARY 02, 2002