

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-063/2001R2

Nahrazuje CAA-AD-063/2001R1

Datum vydání: 26. listopadu 2002

LETOUN - NAVIGACE - PITOTOVY TRUBICE (ATA 34) - VÝMĚNA

Týká se: letadel AIRBUS INDUSTRIE:

- A300, všech certifikovaných verzí a všech výrobních čísel, mimo letadel modifikovaných v provozu v souladu s AIRBUS INDUSTRIE Service Bulletin (SB) A300-34-0166 (AIRBUS INDUSTRIE modifikace č. 12236).

- A310, všech certifikovaných verzí a všech výrobních čísel, mimo letadel na kterých byla provedena při výrobě AIRBUS INDUSTRIE modifikace č. 11858, nebo na kterých byl proveden v provozu AIRBUS INDUSTRIE Service Bulletin (SB) A310-34-2137 nebo A310-34-2154.

- A300-600, všech certifikovaných verzí a všech výrobních čísel, mimo letadel na kterých byla provedena při výrobě AIRBUS INDUSTRIE modifikace č. 11858, nebo na kterých byl proveden v provozu SB A300-34-6116 nebo A300-34-6141.

Datum účinnosti: 23. ledna 2003

Provést v termínech:

Jak je popsáno v DGAC AD 2001-265(B) R2, od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle DGAC AD 2001-265(B) R2 (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 2001-265(B) R2, který nahrazuje DGAC AD 2001-265(B)R1.

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Ředitel sekce technické
Úřad pro civilní letectví

DGAC AD No.: 2001-265(B) R2

AIRBUS INDUSTRIE

A300, A310 and A300-600 aircraft

Navigation - Pitot probes (ATA 34)

APPLICABILITY:

- A300 aircraft, all certified models and all serial numbers, except for aircraft modified in service in accordance with AIRBUS Service Bulletin (SB) A300-34-0166 (AIRBUS modification No. 12236).

- A310 aircraft, all certified models and all serial numbers, except for aircraft on which AIRBUS modification No. 11858 has been embodied in production or on which AIRBUS SB A310-34-2137 or A310-34-2154 has been embodied in service.

- A300-600 aircraft, all certified models and all serial numbers, except for aircraft on which AIRBUS modification No. 11858 has been embodied in production or on which SB A300-34-6116 or A300-34-6141 has been embodied in service.

REASONS:

Operators have reported loss or fluctuation of airspeed when flying through extreme meteorological conditions.

Further to an investigation, the presence of ice crystals and/or water exceeding the current limits of the specifications of SEXTANT Pitot probes P/N 45000, is considered as the most probable cause of these airspeed discrepancies.

The installation on aircraft of newly certified Pitot probes meeting more stringent qualification requirements is rendered mandatory.

Revision 1 of this Airworthiness Directive (AD) introduced SB A300-34-6141 in the "Applicability" and "Actions" paragraphs, thereby providing the A300-600 aircraft operators with the possibility to fit SEXTANT Pitot probes P/N C16254AA.

The aim of Revision 2 of this AD is to refer to the SB A310-34-2154 R4 and SB A300-34-6141 R2. Those revised SB are issued in order to enlarge the holes for the installation of SEXTANT Pitot probes (the application of previous issues of those SB required an AIRBUS repair solution to apply).

COMPLIANCE:

Before December 31, 2003, unless already accomplished, remove SEXTANT Pitot probes P/N 45000 and replace them:

- either by BF GOODRICH AEROSPACE probes P/N 0851HV, in accordance with the instructions of SB A300-34-0166, A310-34-2137 Revision 2 or A300-34-6116 Revision 2,
- or by SEXTANT Pitot probes P/N C16254AA, in accordance with the instructions of SB A310-34-2154 Revision 4 or A300-34-6141 Revision 2,

No further actions in accordance with this AD are required for A310 aircraft on which simultaneous application of SB A310-34-2154 at Revision 1, 2 or 3 and AIRBUS repair solution concerning holes enlarge have been embodied.

No further actions in accordance with this AD are required for A300-600 aircraft on which simultaneous application of SB A300-34-6141 at Revision 1 or original issue and AIRBUS repair solution concerning holes enlarge have been embodied.

Note 1: SEXTANT is now THALES avionics.

Note 2: For A300, accomplishment of SB A300-34-0166 requires accomplishment of SB A300-34-069 (mod. 02435). Accomplishment of SB A300-34-069 requires accomplishment of SB A300-21-053 (mod. 01866) and SB A300-22-031 (mod. 00614)

REF.: AIRBUS INDUSTRIE Service Bulletins:

A300-34-0166

A310-34-2137 Revision 2

A310-34-2154 Revision 4

A300-34-6116 Revision 2

A300-34-6141 Revision 2

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

This Revision 2 replaces AD 2001-265(B) R1 dated December 12, 2001.

EFFECTIVE DATES:

Original AD: JULY 07, 2001

Revision 1: DECEMBER 22, 2001

Revision 2: NOVEMBER 23, 2002