

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-064/2001

Datum vydání: 16. července 2001

LETADLO - APU - SVORKOVNICE (ATA 24) - MODIFIKACE/VÝMĚNA

Týká se: letadel AIRBUS INDUSTRIE A300, A310 a A300-600, všech certifikovaných verzí a všech výrobních čísel, mimo letadel na kterých byla provedena v provozu AIRBUS INDUSTRIE modifikace č. 10212 (AIRBUS INDUSTRIE Service Bulletin (SB) A300-24-0079 Rev. 2 nebo A310-24-2045 Rev. 5 nebo A300-24-6034 Rev. 3).

Datum účinnosti: 06. září 2001

Provést v termínech: Jak je popsáno v DGAC AD 2001-266(B), od data účinnosti tohoto PZZ.

Postup provedení prací: Dle DGAC AD 2001-266(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 2001-266(B).

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

DGAC AD No.: 2001-266(B)
AIRBUS INDUSTRIE

A300, A310 and A300-600 aircraft

APU - Starter feeder line terminal blocks (ATA 24)

APPLICABILITY:

AIRBUS INDUSTRIE A300, A310 and A300-600 aircraft, all certified models and all serial numbers, except for in-service aircraft on which AIRBUS INDUSTRIE modification No. 10212 (AIRBUS INDUSTRIE Service Bulletin (SB) A300-24-0079 Rev. 2 or A310-24-2045 Rev. 5 or A300-24-6034 Rev. 3) has been embodied.

REASONS:

As a result of meetings aimed at following up aging of the electrical systems (A300 Working group/committee task No. 2), raised by the ATSRAC (Aging Transport Systems Rulemaking Advisory Committee), it has been decided to apply technical improvement solutions to certain areas of the aircraft.

That is the case for the Auxiliary Power Unit (APU) starter feeder line terminal blocks.

Operators have reported a number of cases where the nuts retaining the lugs to the terminal blocks have been found incorrectly tightened. In some cases, arcing has been seen, causing APU start difficulties or aborted APU start sequence.

ACTIONS:

A300 aircraft

Prior to accumulation of 32,000 flights or 40,000 flight hours following the effective date of this Airworthiness Directive (AD), whichever occurs first:

- Modify or, if required, replace the terminal blocks, in accordance with the instructions defined in SB A300-24-0079 Rev. 2.

- Aircraft reaching or having exceeded 32,000 flights or 40,000 flight hours will have to be inspected within 3,600 flights following the effective date of this AD, at the latest.

A310 and A300-600 aircraft

Prior to accumulation of 26,000 flights or 40,000 flight hours following the effective date of this AD, whichever occurs first:

- Modify or, if required, replace the terminal blocks, in accordance with the instructions defined in SB A310-24-2045 Rev. 5 or A300-24-6034 Rev. 3.

- Aircraft reaching or having exceeded 26,000 flights or 40,000 flight hours will have to be inspected within 3,600 flights following the effective date of this AD, at the latest.

REF.:

Service Bulletin AIRBUS INDUSTRIE A300-24-0079 R2

Service Bulletin AIRBUS INDUSTRIE A310-24-2045 R5

Service Bulletin AIRBUS INDUSTRIE A300-24-6034 R3

Any later approved revision of these SBs is acceptable.

EFFECTIVE DATE: JULY 07, 2001