

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-064/2002R1

Datum vydání: 13. června 2002

LETADLOVÉ ZAŘÍZENÍ - USMĚRŇOVAČ THALES AVIONICS (ATA 34) - KONTROLA

Týká se:

Letadel AIRBUS A300 verze FFCC (Forward Facing Crew Cockpit) certifikovaných pro A300B2-203, A300B4-203 a A300B4-220, všech výrobních čísel.

Letadel A310 a A300-600, všech certifikovaných verzí a výrobních čísel..

Datum účinnosti: ihned po obdržení

Provést v termínech: Jak je popsáno v DGAC AD 2002-264(B) R1, od data účinnosti tohoto PZZ.

Postup provedení prací: Dle DGAC AD 2002-264(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 2002-264(B) R1, který nahrazuje DGAC AD 2002-264(B).

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Úřad pro civilní letectví

DGAC AD 2002-264(B) R1

AIRBUS

A300, A310 and A300-600 aircraft

THALES AVIONICS equipment: failure of transformers (ATA 34)

APPLICABILITY:

AIRBUS A300 aircraft in FFCC (Forward Facing Crew Cockpit) version certified for A300B2-203, A300B4-203 and A300B4-220 models, all serial numbers.

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

REASONS:

AIRBUS and THALES AVIONICS have determined that a batch of transformers liable to be in a failed status could be installed on the following pieces of equipment:

- Altimeter,
- Vertical speed indicator,
- RMI/ADF indicator,
- RMI/VOR/DME indicator,
- Speed indicator (airspeed/mach).

The failure of one of these transformers could lead to a 115 VAC current leak to the connected systems and could lead to the loss of indications on the PFD's. In such a situation, the flight must then be continued with the standby instruments.

Revision 1 of this AD is issued in order to add "standby altimeter operational" among the conditions for operational availability of the aircraft.

COMPLIANCE:

From the effective date of this AD the operational availability of the aircraft is authorized under the following conditions:

- standby altimeter operational
- and
- at least 1 standby speed indicator operational
- and
- standby horizon operational
- and
- standby magnetic compass operational.

The provisions defined above are equivalent to a temporary restriction to the MEL of the aircraft.

Therefore, the aircraft MEL must be modified by the operator to incorporate the provisions above.

Pending this incorporation, before the next flight following the effective date of this AD, this AD must be included in the aircraft MEL and flight crews must be informed of the content of this AD.

This Revision 1 replaces original AD 2002-264(B) issued on May 15, 2002.

EFFECTIVE DATES:

Original AD: MAY 25, 2002

Revision 1: Upon receipt from MAY 29, 2002