

# **PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI**

**Číslo: CAA-AD-067/1999R1**

Nahrazuje CAA-AD-067/1999

Datum vydání: 28. března 2001

## **LETADLO - NOSNÍK PYLONU MOTORU (ATA 54) - KONTROLA**

**Týká se:** letadel A310 vyrobených firmou AIRBUS INDUSTRIE, A310-221, A310-222, A310-322, A310-324 a A310-325 (A310 vybavených motory PRATT & WHITNEY), všech výrobních čísel, na která se nevztahuje AIRBUS INDUSTRIE modifikace č. 10149.

**Datum účinnosti:** 17. května 2001

**Provést v termínech:** Jak je popsáno v DGAC AD 1999-237-285(B) R1, od data účinnosti tohoto PZZ.

**Postup provedení prací:** Dle DGAC AD 1999-237-285(B) R1 (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 zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě DGAC AD 1999-237-285(B) R1, který nahrazuje DGAC AD 1999-237-285(B).

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**Ředitel technického inspektorátu**  
**Úřad pro civilní letectví**

**DGAC AD: 1999-237-285(B) R1**

**AIRBUS INDUSTRIE**

A310 Aircraft

Engine pylon - Lower spar (ATA 54)

### **APPLICABILITY:**

AIRBUS INDUSTRIE A310 aircraft, A310-221, A310-222, A310-322, A310-324 and A310-325 models (A310 equipped with PRATT & WHITNEY engines), all serial numbers, on which AIRBUS INDUSTRIE production modification no. 10149 has not been embodied.

### **REASONS:**

Cracks were found between ribs 9 and 10 in the lower pylon spar of AIRBUS INDUSTRIE A300, A310 and A300-600 aircraft equipped with PRATT & WHITNEY engines.

In order to prevent crack initiation, an inspection program was rendered mandatory on these aircraft by Airworthiness Directive 92-049-130(B).

Following in-service events, a new definition of the A310 inspection program is required.

**Note:** A300 and A300-600 aircraft are still covered by Revision 4 (or any later issued revision) of Airworthiness Directive 92-049-130(B).

Revision 1 of this AD is referring to liquid penetrant as an alternative inspection method proposed by AIRBUS INDUSTRIE Service Bulletin A310-54-2016 Revision 03.

**ACTIONS:**

1) Prior to the accumulation of 3,800 flights since new or within 1,500 flights following the effective date of this Airworthiness Directive at original issue, whichever occurs later, perform Eddy Current or liquid penetrant inspection and take corrective actions, if necessary, in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin A310-54-2016 Revision 02.

Aircraft which have accumulated more than 10,000 flights (without exceeding 20,000 flights) on the effective date of this Airworthiness Directive at original issue must be inspected within the following 1,000 flights.

Aircraft which have accumulated more than 20,000 flights on the effective date of his Airworthiness Directive at original issue must be inspected within the following 500 flights.

Aircraft which have been modified in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin A310-54-2022 must be inspected within 23,200 flights following the embodiment of this modification.

2) Depending on the inspection results, repeat the inspection at intervals and in accordance with the instructions defined by AIRBUS INDUSTRIE Service Bulletin A310-54-2016 Revision 02.

**REF:**

AIRBUS INDUSTRIE Service Bulletins:

A310-54-2016 Revision 02

A310-54-2022

Any later approved revision of these SB's is acceptable.

Airworthiness Directive 92-049-130(B)

This Revision 1 replaces AD 1999-237-285(B) dated June 02, 1999.

**EFFECTIVE DATE:**

Original AD: JUNE 12, 1999

Revision 1: MARCH 31, 2001