

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-069/1999R1

Nahrazuje CAA-AD-069/1999

Datum vydání: 22. srpna 2002

LETOUN - NOSNÍK PYLONU MOTORU (ATA 54) - KONTROLA

Týká se: letadel A310 vyrobených firmou AIRBUS, všech verzí a všech výrobních čísel, u kterých nebyla ve výrobě zahrnuta AIRBUS modifikace č. 10149.

Datum účinnosti: 03. října 1999

Provést v termínech: Jak je popsáno v DGAC AD 1999-239-287(B) R1, od data účinnosti tohoto PZZ.

Postup provedení prací: Dle DGAC AD 1999-239-287(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 zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě DGAC AD 1999-239-287(B) R1, který nahrazuje DGAC AD 1999-239-287(B).

Ing. Pavel MATOUŠEK
Ředitel sekce technické
Úřad pro civilní letectví

DGAC AD: 1999-239-287(B) R1

AIRBUS

A310 Aircraft

Engine pylon - Lower spar (ATA 54)

APPLICABILITY:

AIRBUS A310 Aircraft, all certified models and all serial numbers, on which AIRBUS production modification no. 10149 has not been embodied.

REASONS:

Cracks were found between ribs 6 and 7 in the lower pylon spar of AIRBUS A300, A310 and A300-600 Aircraft equipped with PRATT & WHITNEY and GENERAL ELECTRIC engines.

In order to prevent crack initiation, an inspection program was rendered mandatory on these Aircraft by Airworthiness Directive (AD) 93-228-154(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 3 (or any later issued revision) of AD 93-228-154(B).

Revision 1 of this AD is referring to liquid penetrant as an alternative inspection method proposed by AIRBUS Service Bulletin (SB) A310-54-2017 Revision 4.

COMPLIANCE:

1) Prior to the accumulation of 7,000 flights or within 1,500 flights following the effective date of this AD at original issue, whichever occurs later, perform an Eddy Current or liquid penetrant inspection and take corrective actions, if necessary, in accordance with the instructions of AIRBUS SB A310-54-2017 Revision 3.

Aircraft which have accumulated more than 10,000 flights (without exceeding 20,000 flights) on the effective date of this AD 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 this AD at original issue must be inspected within the following 500 flights.

Aircraft which have been modified in accordance with the instructions of AIRBUS SB A310-54-2023 must be inspected within 23,000 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 SB A310-54-2017 Revision 3.

REF.:

AIRBUS Service Bulletins A310-54-2017 Revision 3 or 4

AIRBUS Service Bulletins A310-54-2023

Any later approved revision of these SB's is acceptable

Airworthiness Directive 93-228-154(B).

This Revision 1 replaces original AD 1999-239-287(B) dated June 02, 1999.

EFFECTIVE DATES:

Original AD: JUNE 12, 1999

Revision 1: AUGUST 17, 2002