

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-080/2000R1

Nahrazuje CAA-AD-080/2000

Datum vydání: 30. srpna 2001

LETOUN - CENTRÁLNÍ NÁDRŽ (ATA 28) - KONTROLA/VÝMĚNA TĚSNĚNÍ

Týká se: letadel AIRBUS INDUSTRIE A310, všech certifikovaných verzí a všech výrobních čísel mimo letadel, na kterých byla provedena při výrobě modifikace AIRBUS INDUSTRIE č. 12288 (AIRBUS INDUSTRIE Service Bulletin (SB) č. A310-28-2146 v provozu).

Datum účinnosti: 04. října 2001

Provést v termínech: Jak je popsáno v DGAC AD 2000-336-311(B) R1 (příloha tohoto PZZ).

Postup provedení prací: Dle DGAC AD 2000-336-311(B) R1.

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 2000-336-311(B) R1, který nahrazuje DGAC AD 2000-336-311(B).

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

DGAC AD ref.: 2000-336-311(B) R1
AIRBUS INDUSTRIE
A310 aircraft

Centre tank metallic vapor seal (ATA 28)

APPLICABILITY:

AIRBUS INDUSTRIE A310 aircraft, all certified models, all serial numbers except for aircraft on which AIRBUS INDUSTRIE modification No. 12288 has been embodied in production (AIRBUS INDUSTRIE Service Bulletin (SB) A310-28-2146 in service).

REASONS:

AIRBUS INDUSTRIE A310 aircraft have a metallic and elastomer vapor seal which provides an insulation through a forced air circulation between the centre tank and the air conditioning pack bay.

Damaged metallic vapor seals have been reported on several in-service A310 aircraft.

Such damage could, in the event of a fuel leak from the centre tank, have a negative impact on the vapor seal system efficiency.

In order to evaluate the fleet situation, a programme of non-repetitive inspection of the metallic vapor seal was rendered mandatory by Airworthiness Directive (AD) 1999-180-282(B).

As the analysis of the findings has confirmed the fatigue sensitivity of the metallic vapor seal due to vibrations, the present AD introduces a mandatory programme of repetitive inspections for the metallic vapor seals as soon as they reach or exceed 16,000 flight hours.

The purpose of Revision 1 of this AD is to revise the "Applicability" paragraph in order to refer to SB A310-28-2146

associated to modification AIRBUS INDUSTRIE No. 12288.

ACTIONS:

- 1) Prior to the accumulation of 16,000 flight hours for the metallic vapor seal or within 600 flight hours following the effective date of this AD at original issue, whichever occurs later, check the integrity of the metallic vapor seal and take corrective actions if necessary, within the time limits and in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin (SB) A310-28-2138.
- 2) Repeat these inspections in accordance with the requirements of § 1) above at intervals not exceeding 600 flight hours.
- 3) If all components of the metallic vapor seal are simultaneously replaced, the metallic vapor seal can be considered as new in accordance with the instructions of § 1) above.
- 4) Inform the manufactures (AIRBUS INDUSTRIE) of all findings, whatever they may be.

Note: No further action is required after accomplishment of SB A310-28-2146 at original issue.

REF.:

AIRBUS INDUSTRIE Service Bulletins
A310-28-2138 at original issue
A310-28-2146 at original issue
(Any later approved revision of this SB is acceptable)
AD 1999-180-282(B).

This Revision 1 replaces AD 2000-336-311(B) issued on July 26, 2000.

EFFECTIVE DATE:

Original AD: August 05, 2000
Revision 1: August 18, 2001