

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-098/2001

Datum vydání: 16. listopadu 2001

LETOUN - OBRACEČ TAHU (ATA 78) - INSTALACE

Týká se: letadel AIRBUS INDUSTRIE A310 a A300-600 vybavených motory PWJT9D-7R4 nebo PW4000, jak je blíže uvedeno v části "Applicability" DGAC AD 2001-523(B) (příloha tohoto PZZ).

Datum účinnosti: 27. prosince 2001

Provést v termínech: Jak je popsáno v DGAC AD 2001-523(B), od data účinnosti tohoto PZZ.

Postup provedení prací: Dle DGAC AD 2001-523(B).

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 2001-523(B).

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Úřad pro civilní letectví

DGAC AD No.: 2001-523(B)
AIRBUS INDUSTRIE

A310 and A300-600 aircraft

Thrust reverser - Implementation of a third line of defense (ATA 78)

APPLICABILITY:

AIRBUS INDUSTRIE aircraft:

A310 and A300-600 equipped with PWJT9D-7R4 or PW4000 series engines, except for aircraft which have already been supplied with:

- The three AIRBUS INDUSTRIE modifications (Mod.) 12261, 12264, and 12265 in production or AIRBUS INDUSTRIE Service Bulletin (SB) A310-78-2018 in service (PWJT9D-7R4 engine).

or

- The three Mod. 12261, 12264, and 12266 in production or SB A310-78-2020 or SB A300-78-6017 in service (PWJT9D-7R4 engine).

or

- The four Mod. 12262, 12263, 12265, and 12377 in production or SB A310-78-2019 or SB A300-78-6018 in service (PW 4000 engine).

or

- The three Mod. 12262, 12263, and 12266 in production or SB A300-78-6020 in service (PW 4000 engine).

REASONS:

Following an in-flight thrust reverser deployment on an A300-600 equipped with P&W 4158 engines, a program of short and medium term corrective actions was launched by the Manufacturer AIRBUS INDUSTRIE and rendered mandatory by Airworthiness Directive (AD) 1999-181-283(B).

As requested by the Airworthiness Authorities (JAA/FAA), AIRBUS INDUSTRIE and PRATT & WHITNEY improved the current design of the thrust reversers. This new design complies with the requirements defined in appendix C of the complementary regulation issued in 1994 by the FAA, entitled "criteria for assessing transport turbojet fleet Thrust

Reverser system safety - Rev. A".

The installation of a third line of defense on the thrust reversers is thus rendered mandatory by this AD.

ACTIONS:

Before June 30, 2004, unless already accomplished, and depending on the engine type and the aircraft configuration, apply the modifications related to the installation of the third line of defense:

A) for A310 and A300-600 aircraft equipped with PWJT9-7R4 engines, in accordance with the instructions of the applicable SB A310-78-2018 or A310-78-2020 or A300-78-6017,

B) for A310 and A300-600 aircraft equipped with PW 4000 engines, in accordance with the instructions of the applicable SB A310-78-2019 or A300-78-6018 or A300-78-6020.

Note: For the installation of the "synchronous shaft lock", refer to the instructions of PRATT & WHITNEY Service Bulletin PW4NAC 78-100 or PW7R4 A78-179.

REF:	AIRBUS INDUSTRIE Service Bulletins:	PRATT & WHITNEY Service Bulletins:
	A310-78-2018 original issue	PW4NAC 78-100 original issue
	A310-78-2019 original issue	PW7R4 A78-179 original issue.
	A310-78-2020 original issue	
	A300-78-6017 original issue	
	A300-78-6018 original issue	
	A300-78-6020 original issue	

(Any later approved revision of these SBs is acceptable).

EFFECTIVE DATE: NOVEMBER 10, 2001