

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-103/2002

Datum vydání: 05. listopadu 2002

## LETOUN - VSTUPNÍ DVEŘE, DVEŘE NOUZOVÉHO VÝCHODU - ZÁCHRANNÉ SKLUZY (ATA 52) - KONTROLA

**Týká se:** letadel AIRBUS A300, A310 a A300-600, všech certifikovaných verzí a výrobních čísel, mimo výrobních čísel 0831 a následujících.

**Datum účinnosti:** ihned po obdržení

**Provést v termínech:** Jak je popsáno v DGAC AD 2002-525(B), od data účinnosti tohoto PZZ.

**Postup provedení prací:** Dle v DGAC AD 2002-525(B) (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 2002-525(B).*

**Ing. Pavel MATOUŠEK**  
**Ředitel sekce technické**  
**Úřad pro civilní letectví**

**DGAC AD No.: 2002-525(B)**

**AIRBUS**  
**A300, A310 and A300-600 aircraft**

Passenger/crew doors and emergency exits - Escape slide girt bar attachment fittings (ATA 52)

### 1. APPLICABILITY

AIRBUS A300, A310 and A300-600 aircraft, all certified models and all serial numbers, except for aircraft MSN 0831 and subsequent.

### 2. REASONS

During escape slide deployment tests conducted on an AIRBUS A330 aircraft, the escape slide girt bar became detached just after deployment. The installation concept of the escape slides on AIRBUS A300, A310 and A300-600 aircraft is similar to the one of AIRBUS A330 aircraft.

The suspected causes of this incident which occurred during tests are:

- the presence of foreign objects in the escape slide girt bar attachment fittings,
- poor adjustment of the escape slide release mechanism and of the escape slide girt bar attachment fittings,
- insufficient insertion of the bar into its slider.

The occurrence of such an incident on an in-service aircraft could delay the evacuation of the passengers in case of an emergency.

### 3. MANDATORY ACTIONS AND COMPLIANCE TIME

The following measures are rendered mandatory on the effective date (ED) of this Airworthiness Directive (AD), unless already accomplished:

### 3.1. Passenger/crew doors (type A) and emergency exits (type 1)

3.1.1. Within 550 flight hours from the ED of this AD, conduct a visual inspection of the escape slide girt bar attachment fittings on all doors/exits and check for absence of foreign bodies in accordance with the instructions of AIRBUS Service Bulletin (SB) A300-52-0174 Revision 1 or A310-52-2066 Revision 1 or A300-52-6062 Revision 1.

3.1.2. Repeat the inspection of paragraph 3.1.1. above at intervals not exceeding 7 calendar days.

3.1.3. At latest within 18 months from the ED of this AD, adjust the escape slide release mechanism and the escape slide girt bar attachment fittings of all doors/exits in accordance with the instructions of SB A300-52-0174 Revision 1 or A310-52-2066 Revision 1 or A300-52-6062 Revision 1.

Note: The visual inspection requirement of paragraphs 3.1.1. and 3.1.2. of this AD becomes null and void when the instructions of paragraph 3.1.3. above have been performed.

### 3.2. Passenger/crew doors only (type A)

Within 18 months from the ED of this AD, check, and correct if necessary, the insertion of the escape slide girt bar into its slider in accordance with the instructions of SB A300-52-0174 Revision 1 or A310-52-2066 Revision 1 or A300-52-6062 Revision 1.

#### **REF.:**

AIRBUS Service Bulletin A300-52-0174 Rev. 1

AIRBUS Service Bulletin A310-52-2066 Rev. 1

AIRBUS Service Bulletin A300-52-6062 Rev. 1

Any later approved revisions of these SBs is acceptable.

**EFFECTIVE DATE:** OCTOBER 26, 2002