

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-105/2001

Datum vydání: 27. listopadu 2001

LETOUN - KŘÍDLO - NOSNÍK PYLONU MOTORU (ATA 24, 54) - KONTROLA

Týká se: letadel AIRBUS INDUSTRIE A300, A310 a A300-600, všech certifikovaných verzí a všech výrobních čísel, na kterých nebyly provedeny ve výrobě následující modifikace:

pro letadla A300: modifikace č. 11349 a 12309 (AIRBUS INDUSTRIE Service Bulletin (SB) A300-54-0095 Rev. 2).

pro letadla A310: modifikace č. 11350 a 12310 (SB A310-54-2033 Rev.1).

pro letadla A300-600: modifikace č. 11348 a 12303 (SB A300-54-6032 Rev. 3).

Datum účinnosti: 28. listopadu 2001

Provést v termínech: Jak je popsáno v DGAC AD 2001-555(B), od data účinnosti tohoto PZZ.

Postup provedení prací: Dle DGAC AD 2001-555(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 2001-555(B).

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DGAC AD No.: 2001-555(B)
AIRBUS INDUSTRIE

A300, A310 and A300-600 aircraft

Wing-to-engine pylon interface (ATA 24, 54)

APPLICABILITY:

AIRBUS INDUSTRIE A300, A310 and A300-600 aircraft, all certified models and all serial numbers on which the following modifications have not been embodied in production:

For A300 aircraft: Modifications Nos. 11349 and 12309 (AIRBUS INDUSTRIE Service Bulletin (SB) A300-54-0095 Rev. 2).

For A310 aircraft: Modifications Nos. 11350 and 12310 (SB A310-54-2033 Rev.1).

For A300-600 aircraft: Modifications Nos. 11348 and 12303 (SB A300-54-6032 Rev. 3).

REASONS:

The aging aircraft systems meetings (A300 Working group/committee task No. 2) which ensue from the ASTRAC (Aging Transport Systems Rulemaking Advisory Committee) have led to the revision of the technical improvement solution application recommendations in certain zones of the aircraft.

This case applies to the zone located at the engine pylon forward fillet fairing at the wing-to-engine pylon interface; wear of the cables and short-circuits have been reported by the operators.

The origin of these anomalies is due to the degradation of the fillet fairing seal leading to a loss of the electrical power supplied by the generator.

COMPLIANCE:

1. Prior to the accumulation of 600 flight hours following the effective date of this Airworthiness Directive (AD), inspect the fillet fairing seal, the power cables and the electrical bundles and apply the corrective measures if necessary in accordance with the instructions defined in:

SB A300-24-0053 Rev. 6 and A300-24-0083 Rev. 3 or
SB A310-24-2021 Rev. 6 and A310-24-2052 Rev. 4 or
SB A300-24-6011 Rev. 5 and A300-24-6039 Rev. 7.

Note 1: If the pylon seal shows any signs of damage, it must be replaced before the next flight in accordance with the instructions of:

- SB A300-54-0095 Rev.2 or
- SB A310-54-2033 Rev. 1 or
- SB A300-54-6032 Rev.3.

Note 2: All damaged power cables must be repaired before the next flight in accordance with the instructions of:

- SB A300-24-0054 Rev. 6 or
- SB A310-24-2024 Rev. 5 or
- SB A300-24-6013 Rev. 4.

2. Repeat the inspections in accordance with the methods and the intervals defined in SB A300-24-0053 Rev. 6 and A300-24-0083 Rev. 3 or A310-24-2021 Rev. 6 and A310-24-2052 Rev. 4 or A300-24-6011 Rev. 5 and A300-24-6039 Rev. 7 and apply the corrective actions if necessary.

It is not necessary to repeat the inspections of paragraph 2 above after embodiment of SB A300-54-0095 Rev. 2 or A310-54-2033 Rev.1 or A300-54-6032 Rev. 3.

ACCEPTABLE MEANS OF COMPLIANCE:

A300 aircraft:

Inspection of the fillet fairing seal and the power cables in accordance with paragraphs 3.B.(1) and (2) of SB A300-24-0053 revision 05 and inspection of the electrical bundles in accordance with paragraph 2.B.(1) of SB A300-24-0083 revision 02 is an acceptable means of compliance, equivalent to the inspection defined in the ACTIONS paragraph (1) of this AD.

A310 aircraft:

Inspection of the fillet fairing seal and the power cables in accordance with paragraphs 2.B.(1) and (2) of SB A310-24-2021 revision 05 and inspection of the electrical bundles in accordance with paragraph 2.B.(1) of SB A310-24-2052 revision 03 is an acceptable means of compliance, equivalent to the inspection defined in the ACTIONS paragraph (1) of this AD.

A300-600 aircraft:

Inspection of the fillet fairing seal and the power cables in accordance with paragraphs 2.B.(1), 2.B.(2) and 2.B.(3) of SB A300-24-6011 revision 04 and inspection of the electrical bundles in accordance with paragraph 3.B.(1) of SB A300-24-6039 revision 05 or revision 06 is an acceptable means of compliance, equivalent to the inspection defined in the ACTIONS paragraph (1) of this AD.

REF.: AIRBUS INDUSTRIE Service Bulletins:

A300-24-0053 R6 A310-24-2021 R6 A300-24-6011 R5
A300-24-0054 R6 A310-24-2024 R5 A300-24-6013 R4

A300-24-0083 R3 A310-24-2052 R4 A300-24-6039 R7
A300-54-0095 R2 A310-54-2033 R1 A300-54-6032 R3
All later approved versions of these SB's are acceptable.

EFFECTIVE DATE: NOVEMBER 24, 2001