

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-T-100/2001

Datum vydání: 19. listopadu 2001

LETOUN - "VERTICAL STABILIZER AND RUDDER ATTACHMENT FITTINGS" - KONTROLA

Týká se: letadel AIRBUS INDUSTRIE A300-600 a A310 všech typů vybavených "post modification 4886 vertical stabilizers".

Datum účinnosti: ihned po obdržení

Provést v termínech: Jak je popsáno v DGAC T AD 2001-560(B), od data účinnosti tohoto PZZ.

Postup provedení prací: Dle DGAC T AD 2001-560(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 T AD 2001-560(B).

Ing. Pavel MATOUŠEK
Ředitel sekce technické
Úřad pro civilní letectví

TELEGRAPHIC AIRWORTHINESS DIRECTIVE

DGAC AD No.: 2001-560(B)

AIRBUS INDUSTRIE

A 300-600, A310 aircraft

SUBJECT: A300-600, A310 - VERTICAL STABILIZER AND RUDDER ATTACHMENT FITTINGS

APPLICABILITY:

AIRBUS INDUSTRIE A300-600 and A310 aircraft, all models, equipped with post modification 4886 vertical stabilizers.

REASONS:

An A300-600R on its flight from New York Kennedy Airport to Santo Domingo, Dominican Republic, crashed within the boundaries of the city of New York, in the Queens district, shortly after take-off.

Investigation at this stage has determined that the vertical stabilizer departed the airplane before the crash and that the rudder was found separated from the vertical stabilizer when retrieved.

The reasons and sequence that may have led to this rupture are not understood at the present time. However, although there is no evidence at this stage of an aircraft defect, as a precautionary measure and in order to confirm continued airworthiness of the worldwide fleet, DGAC renders mandatory the one time visual inspection of the vertical stabilizer and rudder attachment fittings of aircraft flying with a vertical stabilizer in post modification 4886 configuration.

COMPLIANCE:

Within 15 days, perform the actions specified below.

(a) Perform a one-time detailed visual inspection of the vertical stabilizer attachment fittings, including the main

attachment lugs and the transverse (side) load fittings.

Gain access to the vertical stabilizer attachment fittings by removing external fairings and internal access covers and inspect both sides of affected attachment fittings.

If any damage is found, before further flight, repair in accordance with DGAC approved regulatory procedures.

If any repair or alteration to the attachment lug areas of the vertical stabilizer has been accomplished previously, before further flight, the repair or alteration must be approved by the DGAC.

(b) Perform a one-time detailed visual inspection to detect damage of the rudder hinge fittings, hinge arms, and support fittings for all rudder hinges, and rudder actuator support fittings.

If any damage is found, before further flight, repair per the manufacturer's structural repair manual, or in accordance with DGAC approved regulatory procedures.

Note: For the inspections of paragraphs (a) and (b): damage of the metallic areas includes fasteners, wear areas, distorted flanges, cracks and corrosion. Damage of the composite areas includes any sign of delamination, surface damage, including any damage to fibers.

(c) Submit a report of inspection findings (including nil findings) within 5 days after performing the inspection to Mr. Ahmed CHABBOU, AIRBUS INDUSTRIE, Customer Services, fax: 33-561-93-3614.

Note: Accomplishment of the one time visual inspection of the vertical stabilizer attachment fittings, including the main attachment lugs and the transverse (side) load fittings as per AIRBUS MRB task 53.19.32 is considered acceptable for compliance with this AD on aircraft in post-mod 4886 configuration. Accomplishment of the one time visual inspection of the rudder hinge fittings, hinge arms, and support fittings for all rudder hinges, and rudder actuator support fittings as per AIRBUS MRB tasks 55.30.16 and 55.40.06 is considered acceptable for compliance with this AD on aircraft in post-mod 4886 configuration.

REF:

A300-600 MRB Report task 53.19.32, 55.30.16, 55.40.06

A310 MRB Report task 53.19.32, 55.30.16, 55.40.06

For further information, please contact:

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EFFECTIVE DATE: UPON RECEIPT FROM NOVEMBER 16, 2001

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