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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: F-2002-639 R1

Datum účinnosti: 9. dubna 2005

AIRBUS SAS

A300, A310, A300-600


Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

	AIRWORTHINESS DIRECTIVE		Distribution:	Issue date:	Page :
	No F-2002-639 R1		B	March 30, 2005	1/2
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.			Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.	
	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: 2002-639 original issue		
Person in charge of airworthiness: AIRBUS SAS			Type(s): A300, A310 and A300-600 aircraft		
Type certificate(s) No. 72 TCDS No 145					
ATA chapter: 53	Subject: Fuselage - Inspection of skin lap joints at the passenger doors and between frames 56 and 58 stringer 52				

1. **EFFECTIVITY:**

- AIRBUS A300 and A310 aircraft, all certified models, all serial numbers.
- AIRBUS A300-600 aircraft all certified models except for models A300F4-605R and A300F4-622R, all serial numbers.

2. **REASONS:**

A 91 cm long crack was found above passenger door No. 2 during a routine check on an A300B4-203.

If left uncorrected, this crack could impair the structural integrity of the fuselage pressure vessel.

An inspection programme was rendered mandatory by Airworthiness Directive (AD) 2000-001-300 for aircraft with an identical configuration (A300 aircraft on which AIRBUS modification No. 2611 has not been embodied in production).

A one-time inspection was rendered mandatory by AD 2001-071 in areas with a similar design, in order to check the in-service fleet before September 30, 2002.


This AD renders mandatory the repetitive inspection programme of the areas concerned, and replaces ADs 2000-001-300 and 2001-071.

Revision 1 of this AD reduces the scope of the "Effectivity" paragraph.

3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

3.1. **AIRBUS A300 aircraft on which AIRBUS modification No. 2611 has not been embodied in production**

- 3.1.1. At the thresholds, and in accordance with the instructions of AIRBUS Service Bulletins (SB) A300-53-0354 Revision 2, SB A300-53-0356 and SB A300-53-0357, unless already accomplished, perform an ultrasonic inspection of the concerned areas and take the corrective actions if necessary.

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3.1.2. Repeat the inspections at the intervals and in accordance with the instructions defined in SB A300-53-0354 Revision 2, SB A300-53-0356 and SB A300-53-0357, and take the corrective actions if necessary.

3.2. AIRBUS A300 aircraft on which AIRBUS modification No. 2611 has been embodied in production

3.2.1. At the thresholds and in accordance with the instructions of SB A300-53-0354 Revision 2 and SB A300-53-0357, unless already accomplished, perform an ultrasonic inspection of the areas concerned and take the corrective actions if necessary.

3.2.2. Repeat the inspections at the intervals and in accordance with the instructions defined in SB A300-53-0354 Revision 2 and SB A300-53-0357, and take the corrective actions if necessary.

3.3. AIRBUS A310 aircraft

3.3.1. At the thresholds and in accordance with the instructions of SB A310-53-2112, unless already accomplished, perform an ultrasonic inspection of the area concerned and take the corrective actions if necessary.

3.3.2. Repeat the inspections at the intervals and in accordance with the instructions defined in SB A310-53-2112, and take the corrective actions if necessary.

3.4. AIRBUS A300-600 aircraft

3.4.1. At the thresholds and in accordance with the instructions of SB A300-53-6129 Revision 2, unless already accomplished, perform an ultrasonic inspection of the area concerned and take the corrective actions if necessary.

3.4.2. Repeat the inspections at the intervals and in accordance with the instructions defined in SB A300-53-6129 Revision 2 and take the corrective actions if necessary.

4. REFERENCE PUBLICATIONS:

AIRBUS Service Bulletins:
A300-53-0354 Revision 2
SB A300-53-0356
SB A300-53-0357
SB A310-53-2112
SB A300-53-6129 Revision 2
Any later approved revision of these SB's is acceptable.

[...]

5. EFFECTIVE DATES:

Original issue : January 04, 2003
Revision 1 : April 09, 2005.

6. REMARK:

For questions concerning the technical contents of this AD requirements, contact:

AIRBUS SAS - Didier AURICHE - Fax: 33 5 61 93 45 80.

7. APPROVAL:

This AD Revision is approved under EASA reference No 2005-2578 dated March 22, 2005.