



ÚŘAD PRO CIVILNÍ LETECTVÍ  
ČESKÁ REPUBLIKA  
**Sekce technická**  
letišťe Ruzyně, 160 08 Praha 6  
tel: 233320922, fax: 220562270

## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**Číslo: 2006-0161**

Datum účinnosti: 22. června 2006

**AIRBUS**

modely 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.

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2006 - 0161</b></p> <p><b>Date: 08 June 2006</b></p>	
<p>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.</p>		
<b>Type Approval Holder's Name:</b>		<b>Type/Model designations:</b>
AIRBUS		A310 and A300-600 aircraft
TCDS Number: France No 145		
Foreign AD: None		
Supersedure: None		
<b>ATA 78</b>	<b>Exhaust - Thrust Reverser - Upper and Lower Track Beam Lugs Inspection.</b>	
<b>Manufacturer:</b>	AIRBUS (formerly AIRBUS INDUSTRIE).	
<b>Applicability:</b>	AIRBUS A310 and A300-600 aircraft, all certified models and all serial numbers, designed with Pratt & Whitney engines PW 4000 equipped with Thrust Reverser (T/R) S/N's up to 1054000 inclusive.	
<b>Reason:</b>	<p>Operators have reported failure of T/R, upper and lower track lugs as a result of cracking.</p> <p>Cracks occur through the lug at the bearing location used to attach the aft cascade support frame.</p> <p>The root cause of the T/R track beam lug cracking is due to chemical corrosion of the fitting surface of the hole during manufacturing process, related to a process error or due to lug elongation/wear.</p> <p>This situation if not corrected could lead to a reduced structural integrity of the T/R upper and lower track beam.</p> <p>The aim of this Airworthiness Directive (AD) is to launch an inspection of the fleet in order to ensure the structural integrity of the area.</p>	
<b>Effective Date:</b>	22 June 2006	
<b>Compliance:</b>	The following measures are rendered mandatory on the effective date of this AD:	

**For T/R SN up to 0714000 inclusive**

**Configuration 1**

Aircraft for which Part 2 of PRATT & WHITNEY Service Bulletin (SB) PW4NAC A78-112 Revision 1 has been already done,

At or before 8,350 flight cycles (FC) since Part 2 has been done the first time, or not later than December 31<sup>st</sup>, 2006, which ever occurs later, or for aircraft which have exceeded this threshold not later than December 31<sup>st</sup>, 2006, perform a detailed visual inspection of T/R upper and lower track beam lugs in accordance with AIRBUS SB A310-78-2028 or A300-78-6028 as applicable and follow the instructions given in paragraph 2.B. Part 3 of PRATT & WHITNEY SB PW4NAC A78-112 Revision 3.

**Configuration 2**

Aircraft for which Part 2 of PRATT & WHITNEY Service Bulletin (SB) PW4NAC A78-112 Revision 1 is not yet done,

At or before 1,200 flight cycles (FC) since March 8<sup>th</sup>, 2004, or not later than December 31<sup>st</sup>, 2006, whichever occurs later, or for aircraft which have exceeded this threshold not later than December 31<sup>st</sup>, 2006, do a detailed visual inspection of T/R upper and lower track beam lugs in accordance with AIRBUS SB A310-78-2028 or A300-78-6028 as applicable and follow the instructions given in paragraph 2.B. Part 3 of PRATT & WHITNEY SB PW4NAC A78-112 Revision 3.

**For T/R SN 0714001 up to SN 1054000 inclusive**

**Configuration 1**

Aircraft for which Part 2 of PRATT & WHITNEY Service Bulletin (SB) PW4NAC A78-112 Revision 1 has been already done,

At or before 1,400 flight cycles (FC) since Part 2 has been done the first time, or not later than December 31<sup>st</sup>, 2006, whichever occurs later, or for aircraft which have exceeded this threshold not later than December 31<sup>st</sup>, 2006, do a detailed visual inspection of T/R upper and lower track beam lugs in accordance with AIRBUS SB A310-78-2028 or A300-78-6028 as applicable and follow the instructions given in paragraph 2.B. Part 3 of PRATT & WHITNEY SB PW4NAC A78-112 Revision 3.

**Configuration 2**

Aircraft for which Part 2 of PRATT & WHITNEY Service Bulletin (SB) PW4NAC A78-112 Revision 1 is not yet done,

	<p>At or before 1,200 flight cycles (FC) since March 8<sup>th</sup>, 2004, or not later than December 31<sup>st</sup>, 2006, whichever occurs later, or for aircraft which have exceeded this threshold not later than December 31<sup>st</sup>, 2006, do a detailed visual inspection of T/R upper and lower track beam lugs in accordance with AIRBUS SB A310-78-2028 or A300-78-6028 as applicable and follow the instructions given in paragraph 2.B. Part 3 of PRATT &amp; WHITNEY SB PW4NAC A78-112 Revision 3.</p>
Ref. Publications:	<p>AIRBUS Service Bulletin A310-78-2028  AIRBUS Service Bulletin A300-78-6028  PRATT &amp; WHITNEY Service Bulletin PW4NAC A78-112 Revision 1 and Revision 3.  or later approved revisions.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</li> <li>2. This AD was posted as PAD 06-120 for consultation on 9 May 2006 with a comment period until 19 May 2006.No comment was raised during consultation period.</li> <li>3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a> .</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS – EAW (Airworthiness Office, Ph.:+ 33 5 61 93 36 96, Fax:+ 33 5 61 93 44 51).</li> </ol>