



ÚŘAD PRO CIVILNÍ LETECTVÍ  
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## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**Číslo: 2006-0289**

Datum účinnosti: 16. listopadu 2006

**AIRBUS SAS**

modely A310, A300-600

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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.

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*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 style="text-align: center;"><b>AD No.: 2006 - 0289</b></p> <p style="text-align: center;"><b>Date: 02 November 2006</b></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.		
<b>Type Approval Holder's Name:</b>		<b>Type/Model designations:</b>
AIRBUS SAS		A310 and A300-600 aircraft
TCDS Number: France No. 145		
Foreign AD: None		
Supersedure: DGAC France AD No. F-2004-131 (EASA approval No. 2004-8060).		
<b>ATA 55</b>	<b>Stabilizers – Carbon fibre elevators with GFRP/Tedlar film as external protection - Inspection</b>	
<b>Manufacturer:</b>	AIRBUS (formerly AIRBUS INDUSTRIE).	
<b>Applicability:</b>	AIRBUS 310 and A300-600 aircraft, all certified models and all serial numbers equipped with CFRP elevators skin panels, modified as per AIRBUS Service Bulletin (SB) A310-55-2019 or A300-55-6016 (AIRBUS modification 10861) with GFRP/Tedlar film as external protection whose part numbers (PN) and serial numbers (SN) are listed in SB A310-55-2040 or SB A300-55-6039.	
<b>Reason:</b>	<p>This AD is dealing with the same subject of the AD No. F-2004-131 issued in August 04, 2004. The aim of AD No. F-2004-131 issuance was to render mandatory an inspection program in order to avoid debonding of the inner side skin of elevator skin panels, resulting from Honeycomb core and CFRP laminate solid joint deterioration by penetration of water into the elevator sandwich composite structure.</p> <p>If not corrected, this situation could affect the structural integrity of the elevators.</p> <p>This AD:</p> <ul style="list-style-type: none"> <li>- Retains the requirements of DGAC AD F-2004-131, which is superseded and cancelled by this AD,</li> <li>- Renders mandatory a new scheduled inspection program to detect damages on the external GFRP/Tedlar skin protection, liquid ingress into honeycomb core cells and debonding between honeycomb core and CFRP laminate.</li> </ul>	

	Compliance with the new requirements of this AD supersedes former repetitive inspection requirements of the AD F-2004-131.
Effective Date:	16 November 2006
Compliance:	<p><b>A/ Restatement of AD F-2004-131:</b></p> <p>Within 600 flight hours following August 04, 2004 (effective date of AD F-2004-131), unless already accomplished:</p> <ol style="list-style-type: none"> <li>1. Check on aircraft the SN of the elevators to ensure that these elevators are in the paragraph 1 of the AOT A310-55A2033 or A300-600-55A6032</li> <li>2. Perform the inspections and apply the corrective measures, if necessary, in accordance with the instructions of AOT A310-55A2033 or A300-600-55A6032 for elevators concerned.</li> <li>3. Repeat the inspections and apply the corrective measures, if necessary, in accordance with the instructions of AOT A310-55A2033 or A300-600-55A6032 at intervals not exceeding 600 flight hours.</li> <li>4. If damage according to the criteria defined in paragraph 4.3.3 of A310-55A2033 or A300-600-55A6032 is discovered, contact AIRBUS before the next flight so that decision can be made on the airworthiness of the aircraft.</li> <li>5. Report the results of the inspections whatever they are to AIRBUS.</li> </ol> <p><b><u>B/ New Requirements of this AD:</u></b></p> <p>Within 2 000 flight cycles or 18 months following the effective date of this AD, whichever occurs first:</p> <p><b>Note:</b> the maximum time between the AOT's inspection as per AD No. F-2004-131 and the first inspection as per this AD according to the instructions of SB A310-55-2040 or SB A300-55-6039 must be:</p> <ul style="list-style-type: none"> <li>• 600 flight hours (FH) in case of inspection by tap test,</li> <li>• or 2500 FH in case of inspection by thermography.</li> </ul> <ol style="list-style-type: none"> <li>1. Unless already done in accordance with paragraph A/1. of this AD, check on aircraft the SN of the elevators to ensure that these elevators are in the list of effectivity paragraph 1.A.(2).(b) of SB A310-55-2040 or SB A300-55-6039.</li> <li>2. Perform the inspections of the external GFRP/Tedlar film protection on upper and lower skin panels. In case of bulges damages to the GFRP/Tedlar film protection apply corrective measures in accordance with instructions of SB A310-55-2040 or SB A300-55-6039 before doing thermographic inspection.</li> <li>3. Perform a thermographic inspection of upper and lower skin panels and apply corrective measures if necessary in accordance with instructions of SB</li> </ol>

	<p>A310-55-2040 or SB A300-55-6039.</p> <p>If any damage (water ingress, skin layer delamination, and/or panel debonding) is found beyond SRM allowable limits, contact Airbus before next flight for damage analysis and repair recommendations.</p> <p><b>4.</b> Repeat the inspections, and apply the corrective measures if necessary in accordance with paragraphs B/2 and B/3 above at intervals not exceeding 2000 FC or 18 months, whichever occurs first.</p> <p><b>5.</b> Return the results of the inspections whatever they are to AIRBUS.</p> <p><b>Optional terminating action:</b></p> <ul style="list-style-type: none"> <li>- For A310 aircraft, accomplishment of Airbus SB A310-55-2041 immediately after application of ISB A310-55-2040 (inspections and repair) cancels the repetitive inspection requirement (paragraph B/4. above) of this AD.</li> <li>- For A300-600 aircraft, accomplishment of Airbus SB A300-55-6040 immediately after application of ISB A300-55-6039 (inspections and repair) cancels the repetitive inspection requirement (paragraph B/4. above) of this AD.</li> </ul>
Ref. Publications:	<p>AIRBUS All Operator Telex :</p> <p>A310-55A2033 original issue</p> <p>A300-600-55A6032 original issue</p> <p>AIRBUS Service Bulletins:</p> <p>A310-55-2019 original issue or Revision 1;</p> <p>A300-55-6016 original issue or Revision 1;</p> <p>A310-55-2040 original issue;</p> <p>A310-55-2041 original issue;</p> <p>A300-55-6039 original issue;</p> <p>A300-55-6040 original issue</p> <p>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 06-203 for consultation on 07 August 2006 with a comment period until 07 September 2006. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a></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>