



PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

ÚŘAD PRO CIVILNÍ LETECTVÍ
ČESKÁ REPUBLIKA
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Číslo: 2006-0370

Datum účinnosti: 27. prosince 2006

AIRBUS SAS

Modely 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.


Vydáním tohoto AD se zároveň ruší CAA-AD-073/2004.

Vysvětlení: vydáním EASA AD 2006-0370 se nahrazuje původně vydané DGAC AD F-2004-098, na jehož základě bylo v roce 2004 vydáno ÚCL CAA-AD-073/2004, které bylo v tomto roce zveřejněno na internetových stránkách ÚCL.

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.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2006-0370</p> <p>Date: 12 December 2006</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.		
Type Approval Holder's Name:		Type/Model designations:
AIRBUS SAS		A300, A310 and A300-600 aircraft
TCDS Number: France No 145		
Foreign AD: Not applicable		
Supersedure: DGAC AD F-2004-098, EASA Approval Number 2004-7025 dated June 29, 2004.		
ATA 31, 33	Instruments / Lighting – Standby Horizon Integral Lighting Logic – Modification / Operational Test	
Manufacturer(s):	AIRBUS, (formerly AIRBUS INDUSTRIE).	
Applicability:	AIRBUS A300, A310 and A300-600 series aircraft, all certified models and all serial numbers.	
Reason:	<p>One A300-600 aircraft operator reported the loss, for several seconds, during take-off phase of 6 cathode ray tubes and the integral lighting of the standby instruments. Identical failure conditions by night in a cockpit with insufficient lighting would prevent the reading of the aircraft attitude information.</p> <p>Due to this and in order to avoid loss of the standby horizon integral lighting, the manufacturer has developed a modification which consists in changing the electrical power logic.</p> <p>The DGAC Airworthiness Directive (AD) F-2004-098 was issued to render mandatory this modification and the associated maintenance program.</p> <p>This AD:</p> <ul style="list-style-type: none"> - retains the requirement of DGAC AD F-2004-098, - references the acceptable revisions of each SB mandated in "Compliance", - extends the interval for the operational test from 600 FH to 700 FH. 	
Effective Date:	27 December 2006	

Compliance:	<p>1. <u>Modification:</u></p> <p>Within 12 months after 17 July 2004 (effective date of DGAC AD F-2004-098), unless already accomplished, carry out the electrical modifications on aircraft in accordance with the instructions of SB A300-31-0077 or A310-31-2120 Revision 1 or A300-31-6105 Revision 2 as applicable.</p> <p>Note 1: A300-600 aircraft MSN 0831, 0832, 0833, 0834, 0835 and from MSN 0839 included have received in production the embodiment of modifications 12513 and 12730. They are not concerned by the requirements of this paragraph.</p> <p>Note 2: A300-600 aircraft MSN 0836, 0837 and 0838 have received in production the embodiment of modification 12513. They have not received the embodiment in production of modification 12730. They must receive the additional work required by SB A300-31-6105 Revision 2.</p> <p>2. <u>Operational test:</u></p> <p>2.1. Within the 700 flight hours following the embodiment on aircraft of the modification specified in paragraph above or within the 700 flight hours after 17 July 2004 (effective date of DGAC AD F-2004-098), whichever occurs later, perform an operational test of the standby horizon integral lighting logic and accomplish the corrective actions, if necessary, in accordance with the instructions of applicable SB A300-33-0126 or A310-33-2047 original issue or Revision 1 or A300-33-6049 original issue up to Revision 2 inclusive.</p> <p>A300-600 aircraft MSN 0831, 0832, 0833, 0834, 0835 and from MSN 0839 inclusive must be tested before the accumulation of 700 flight hours since new or within the 700 flight hours after 17 July 2004 (effective date of DGAC AD F-2004-098), whichever occurs later, in accordance with the instructions of SB A300-33-6049 original issue or Revision 1.</p> <p>2.2. Repeat the operational test at intervals not exceeding 700 flight hours.</p>
Ref. Publications:	<p>AIRBUS Service Bulletins A300-31-0077; A310-31-2120 Revision 1; A300-31-6105 Revision 2; A300-33-0126; A310-33-2047; A300-33-6049; or later approved revisions of these documents.</p>
Remarks :	<ol style="list-style-type: none"> 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. 2. This AD was posted as PAD 06-245 for consultation on 06 November 2006 with a comment period until 06 December 2006. No comments were received during the consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS – EAW (Airworthiness Office, Telephone: +33 5 61 93 36 96, Fax :+ 33 5 61 93 44 51).