



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

## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**Číslo: 2007-0154**

Datum účinnosti: 12. června 2007

**Toto AD nahrazuje francouzské (DGAC )  
AD 1997-124-223(B)R1**

**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.

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 zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.*

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No : 2007-0154</b></p> <p><b>Date: 29 May 2007</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 designation(s) :</b>
AIRBUS SAS		A300, A310 and A300-600 aircraft
TCDS Number: France No 145		
Foreign AD: Not applicable		
Supersedure: This AD supersedes DGAC AD (CN) 1997-124-223(B)R1		
<b>ATA 53</b>	<b>Fuselage – Passenger Door Stop Fittings – Inspection</b>	
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	AIRBUS A300 aircraft, all certified models, all serial numbers, and AIRBUS A310 and A300-600 aircraft, all certified models, all serial numbers, except those aircraft on which AIRBUS modification No. 11245 has been embodied during production, or on which Service Bulletin (SB) A310-53-2104 original issue or revision 01, or AIRBUS SB A300-53-6108 original issue or revision 01 or revision 02 has been embodied in service.	
Reason:	<p>DGAC France issued Airworthiness Directive (AD) 1997-124-223(B) in order to detect and prevent crack initiation and propagation, associated with fatigue phenomena on the forward passenger door stop fittings. This condition, if not corrected, could lead to the rupture of one of the fittings and thus to reduction of the fatigue strength of the other fittings, due to load transfers.</p> <p>This new AD :</p> <ul style="list-style-type: none"> <li>- Retains the requirements of DGAC AD 1997-124-223(B)R1, which is cancelled;</li> <li>- Removes from AD applicability paragraph A310 and A300-600 aircraft with AIRBUS modification No. 11245 embodied during production or SB A310-53-2104 or SB A300-53-6108 (modification N° 11286) embodied in service. For these aircraft, the inspection program is now covered by ALI task 53-12-16; and</li> <li>- Takes into account latest revisions of each referenced publications.</li> </ul> <p>For aircraft already compliant with AD 1997-124-223(B)R1 requirements, for which the repetitive inspection program has been implemented into the aircraft maintenance schedule, no further action is required by this new AD.</p>	

Effective Date:	12 June 2007
Compliance:	<p><b>(1)</b> Unless already accomplished using any previous revision of SB A300-53-0309, A310-53-2087 or A300-53-6060, at the threshold defined in the referenced Service Bulletin as applicable to the aircraft type, or within 200 flight cycles after June 14, 1997 (effective date of the AD 1997-124-223(B) at original issue), whichever occurs later, perform a visual inspection of all forward passenger door fittings (RH and LH) at the threshold indicated and in accordance with the instructions of SB A300-53-0309 revision 01, A310-53-2087 revision 02 or A300-53-6060 revision 05.</p> <p><b>(2)</b> Thereafter, repeat the visual inspection in accordance with the instructions and at the intervals indicated in SB A300-53-0309 revision 01, A310-53-2087 revision 02 or A300-53-6060 revision 05, depending on the inspected aircraft configuration.</p> <p><b>(3)</b> When, during any inspection, a broken passenger door fitting is found, replace the fitting in accordance with the instructions of SB A300-53-0309 revision 01, A310-53-2087 revision 02 or A300-53-6060 revision 05.</p>
Ref. Publications:	<p>AIRBUS Service Bulletins A300-53-0309 original issue or revision 01;  A310-53-2087 original issue, revision 01 or revision 02;  A300-53-6060 original issue, revision 01, revision 02, revision 03, revision 04 or revision 05;  or later approved revisions of these documents.</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. Required actions and the risk allowance have granted publication and notification of an immediate AD, ruling out the public consultation process.</li> <li>3. Enquiries regarding this AD should be referred to the AD 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>