



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2007-0242

Datum účinnosti: 18. září 2007

AIRBUS SAS

model A 310


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.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2007-0242</p> <p>Date: 04 September 2007</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>		
<p>Type Approval Holder's Name:</p> <p>AIRBUS SAS</p>	<p>Type/Model designations:</p> <p>A310 aircraft</p>	
<p>TCDS Number: France No 145</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: None; Note: This AD supersedes the requirements of § 1.8, 1.9, 1.10, 1.13 and 1.18 of EASA AD 2007-0053, which has been revised.</p>		
ATA 57	Wings - Outer Wings Structural Fatigue – Inspection/Modification	
<p>Manufacturer:</p>	<p>AIRBUS (formerly AIRBUS INDUSTRIE)</p>	
<p>Applicability:</p>	<p>A310 aircraft, all certified models, all serial numbers.</p> <p>Note: For each of the actions required by this directive, the aircraft to which these actions apply are identified in each relevant "Action" paragraph of the Compliance-section of this Airworthiness Directive (AD).</p>	
<p>Reason:</p>	<p>DGAC France Airworthiness Directive (AD) 1992-106-132(B) original issue up to revision 7 was issued to require a set of inspection- and modification tasks which addressed JAR/FAR 25-571 requirements related to damage-tolerance and fatigue evaluation of structure.</p> <p>Following the Extended Design Service Goal activities as part of the Structure Task Group for the Airbus A310 program, EASA issued AD 2007-0053 which replaced DGAC France AD F-1992-106-132R7. Since the issuance of that AD, the thresholds and the intervals of some Airbus Service Bulletins (SBs which address structure fatigue related areas on the wing parts), until now part of the requirements of AD 2007-0053, have been updated.</p> <p>For the reasons stated above, this new AD requires the accomplishment of the structural fatigue-related corrective actions in accordance with the latest revision of these SBs which have been reviewed in the context of the A310 Extended Service Goal activities. Consequently, this new AD supersedes the requirements of paragraphs 1.8, 1.9, 1.10, 1.13, 1.18 of EASA AD 2007-0053, which has been revised accordingly.</p>	
<p>Effective Date:</p>	<p>18 September 2007</p>	

Compliance:

Required as indicated, unless accomplished previously:

Action No.1 Wings – Leading Edge Access Panels Landing – Lower Skin – Inspection for Cracks at Bolt Holes.

Applicable to A310-203 and A310-222 aircraft models, all serial numbers, except aircraft:

- on which AIRBUS modification No. 05101 has been embodied in production,
- or on which SB A310-57-2003 at any approved Revision has been embodied in service before the accumulation of 9 400 Flight Cycles (FC) or 18 800 Flight hours (FH), whichever occurred first.

Note 1: If SB A310-57-2003 at any approved Revision is embodied after the accumulation of 9 400 FC or 18 800 FH, whichever occurs first, the actions below are still required.

- (1) Not later than at the threshold defined in SB A310-57-2002 Revision 3, perform the required inspection and, within the tolerances and time period defined, apply the corrective measures in accordance with SB A310-57-2002 Revision 3.

For aircraft previously inspected in accordance with SB A310-57-2002 Revision 2, no further action is required by this paragraph (1).

Aircraft which have exceeded the values of the inspection threshold must be inspected within the delay (grace period) defined in paragraph 1.E.(2) of SB A310-57-2002 Revision 3, taking the effective date of this directive as a reference, and without exceeding the previous values quoted in the SB at Revision 2.

- (2) Thereafter, repeat the inspection at the intervals and according to the instructions defined in SB A310-57-2002 Revision 3.

Note 2: For the first planned repeat inspection to occur after the effective date of this AD, a delay (grace period) can be applied, without exceeding the interval value quoted in SB A310-57-2002 Revision 2.

Action No.2 Wings – Inspect Area around Overwing Refuelling Aperture at Ribs 13 – 14.

Applicable to A310-203, A310-204, A310-222, A310-304, A310-308, A310-322, A310-324 and A310-325 aircraft models, all serial numbers.

- (3) Not later than at the threshold defined in SB A310-57-2006 Revision 4, perform the required inspection and, within the tolerances and time period defined, apply the corrective measures in accordance with SB A310-57-2006 Revision 4.

For aircraft previously inspected in accordance with SB A310-57-2006 Revision 3, no further action is required by this paragraph (3).

Aircraft which have exceeded the values of the inspection threshold must be inspected within the delay (grace period) defined in paragraph 1.E.(2) of SB A310-57-2006 Revision 4, taking the effective date of this directive as a reference, and without exceeding the previous values quoted in the SB at the Revision 2.

- (4) Thereafter, repeat the inspection at the intervals and according to the instructions defined in SB A310-57-2006 Revision 4.

Note 3: For the first planned repeat inspection to occur after the effective date of this directive, a delay (grace period) can be applied, without exceeding the interval value quoted in SB A310-57-2006 Revision 3.

Action No.3 Wings – Upper Skin forward of Front Spar – Inspection for Cracks.

Applicable to A310-203 and A310-222 aircraft models, all serial numbers, except aircraft:

- on which AIRBUS modification No. 05026 has been embodied in production; or
- on which SB A310-57-2005 at any approved Revision has been embodied in service before the accumulation of 10 500 FC or 21 000FH, whichever occurs first.

Note 4: If SB A310-57-2005 at any approved Revision is embodied after the accumulation of 10 500 FC or 21 000 FH, whichever occurs first, the actions below are still required.

- (5) Not later than at the threshold defined in SB A310-57-2032 Revision 4, perform the required inspection and, within the tolerances and time period defined, apply the corrective measures in accordance with SB A310-57-2032 Revision 4.

For aircraft previously inspected in accordance with SB A310-57-2032 Revision 3, no further action is required by this paragraph (5).

Aircraft which have exceeded the values of the inspection threshold must be inspected in the delay (grace period) defined in paragraph 1.E.(2) of SB A310-57-2032 Revision 4, taking the effective date of this directive as a reference, and without exceeding the previous values quoted in the SB at the Revision 3.

- (6) Thereafter, repeat the inspection at the intervals and according to the instructions defined in SB A310-57-2032 Revision 4.

Note 5: For the first planned repeat inspection to occur after the effective date of this directive, a delay (grace period) can be applied, without exceeding the interval value quoted in SB A310-57-2032 Revision 3.

Action No.4 Wings – Stringer Flanges at Rib 14 Wing Bottom Skin – Inspect for Cracks.

Applicable to A310-203 and A310-222 aircraft models, all serial numbers, except aircraft on which AIRBUS modification No. 04987 has been embodied in production.

- (7) Not later than at the threshold defined in SB A310-57-2038 Revision 4, perform the required inspection and, within the tolerances and time period defined, apply the corrective measures in accordance with SB A310-57-2038 Revision 4.

For aircraft previously inspected in accordance with SB A310-57-2038 Revision 3, no further action is required by this paragraph (7).

Aircraft which have exceeded the values of the inspection threshold must be inspected within the delay (grace period) defined in paragraph 1.E.(2) of SB A310-57-2038 Revision 4, taking the effective date of this directive as a reference, and without exceeding the previous values quoted in the SB at the Revision 3.

- (8) Thereafter, repeat the inspection at the intervals and according to the instructions defined in SB A310-57-2038 Revision 4.

Note 6: For the first planned repeat inspection to occur after the effective date of this directive, a delay (grace period) can be applied, without exceeding the interval value quoted in SB A310-57-2038 Revision 3.

	<p><u>Action No 5 Wings – inspection of rear spar at selected bolt locations for attachment of Main landing gear forward pick-up fitting.</u></p> <p>Applicable to A310-203, A310-204, A310-222, A310-304, A310-308, A310-322, and A310-324 aircraft models, all serial numbers, except aircraft on which AIRBUS modification No 07601 has been embodied in production.</p> <p>(9) Not later than at the threshold defined in SB A310-57-2046 Revision 8, perform the required inspection and, within the tolerances and time period defined, apply the corrective measures in accordance with SB A310-57-2046 Revision 8.</p> <p>For aircraft previously inspected in accordance with SB A310-57-2046 Revision 7, no further action is required by this paragraph (9).</p> <p>Aircraft which have exceeded the values of the inspection threshold must be inspected within the delay (grace period) defined in paragraph 1.E.(2) of SB A310-57-2046 Revision 8, taking the effective date of this AD as a reference, and without exceeding the previous values quoted in the SB at the Revision 7.</p> <p>(10) Thereafter, repeat the inspection at the intervals and according to the instructions defined in SB A310-57-2046 Revision 8.</p> <p>Note 7: For the first planned repeat inspection to occur after the effective date of this AD, a delay (grace period) can be applied, without exceeding the interval value quoted in SB A310-57-2046 Revision 7.</p> <p>Note 8: For A310-300 series aircraft post modification 07601, inspections are detailed in the Structure Significant Item (SSI) 57.21.16 of the Maintenance Review Board Document (MRBD).</p> <p>(11) Accomplishment of any corrective measures in accordance with any of the Airbus SBs detailed in the Ref. Publications section does not constitute terminating action for the inspection requirements of this directive.</p>
<p>Ref. Publications:</p>	<p>AIRBUS Service Bulletins :</p> <p>A310-57-2002 Revision 2 or Revision 3; A310-57-2003 Original issue up to Revision 3; A310-57-2005 Original issue up to Revision 3; A310-57-2006 Revision 3 or Revision 4; A310-57-2032 Revision 3 or Revision 4; A310-57-2038 Revision 3 or Revision 4; A310-57-2046 Revision 7 or Revision 8; or later approved revisions of these documents.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. This AD was posted on 06 August 2007 as PAD 07-131 for consultation until 03 September 2007. No comments were received during the consultation period. 3. Enquiries regarding this AD 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, Ph. :+ 33 5 61 93 36 96, Fax :+ 33 5 61 93 44 51).