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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2007-0292
Datum účinnosti: 11. prosince 2007
**Toto AD nahrazuje DGAC AD
2000-514-326(B)R1 z 15.5.2002**
AIRBUS SAS
model A310


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.

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| EASA | AIRWORTHINESS DIRECTIVE | |
|  | <p style="text-align: center;">AD No : 2007-0292</p> <p style="text-align: center;">Date: 27 November 2007</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 designation(s) : | |
| AIRBUS SAS | A310 aircraft | |
| TCDS Number: France No 145 | | |
| Foreign AD: Not applicable | | |
| Supersedure: DGAC France AD 2000-514-326(B)R1 dated 15 May 2002. | | |
| ATA 53 | | |
| Fuselage - Wing Root Chafing Plates – Inspection / Repair / Rework | | |
| Manufacturer(s): | AIRBUS (formerly AIRBUS INDUSTRIE) | |
| Applicability: | AIRBUS A310 aircraft, all certified models, all serial numbers, except those on which both AIRBUS modifications No. 08888 and No.08889 have been embodied in production. | |
| Reason: | <p>In-service experience revealed cases of corrosion and crack development around and under the chafing plates of the wing root between frame (FR)36 and FR39. An inspection program was required by DGAC France Airworthiness Directive (AD) 96-008-175(B) in order to prevent any degradation of the structural integrity of the airframe. This AD considered AIRBUS Service Bulletin (SB) A310-53-2070 (Modification No. 08888 and 08889) as the final action of the inspection program, which is not the case when rework is required to eliminate corrosion before application of the modification: a program of repetitive fatigue inspections then remains required. DGAC France subsequently issued AD 2000-514-326(B), which redefined the "corrosion" and "fatigue" inspection program and superseded DGAC AD 96-008-175(B) in order to prevent any misinterpretation of the latter. The aim of DGAC France AD 2000-514-326(B) Revision 1 was to cancel the paragraph concerning adjustment for range method, which was no longer necessary. Revision 4 of SB A310-53-2069 gives threshold and interval with FH and FC limits for fatigue inspection.</p> <p>Following the extended service goal activities related to A310 aircraft, the present AD supersedes DGAC France AD 2000-514-326(B)R1 in order to incorporate for A310 aircraft the AIRBUS Service Bulletin A310-53-2069 at Revision 06 whose thresholds and intervals, regarding fatigue inspection, have been reduced.</p> | |

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| Effective Date: | 11 December 2007 |
| Compliance: | <p>1. Required as indicated, unless previously accomplished:</p> <p>Before accumulation of four years since first flight of the aircraft or within 18 months from 23rd December 2000 [effective date of DGAC AD 2000-514-326(B) at original issue], whichever occurs later, accomplish the inspections for corrosion detection between FR36 and FR38.2, and at FR39, stringer 35 (LH and RH sides) in accordance with the instructions of SB A310-53-2069 Revision 06.</p> <p>2. In case of no corrosion finding:</p> <ul style="list-style-type: none"> - repeat the inspections defined in paragraph 1 of this AD within intervals not to exceed 4 years in accordance with the instructions of SB A310-53-2069 Revision 06, <p>or</p> <ul style="list-style-type: none"> - modify the aircraft in accordance with SB A310-53-2070 Revision 02. <p>3. In case of corrosion finding:</p> <p>3.1. <u>In the area between FR36 and FR38.2:</u></p> <p>Before next flight, apply the associated corrective actions (repair) in accordance with instructions of SB A310-53-2069 Revision 06.</p> <p>Afterwards, either repeat the inspection at intervals not to exceed 4 years in accordance with the instructions of SB A310-53-2069 Revision 06, or modify the aircraft in accordance with SB A310-53-2070 Revision 02.</p> <p>3.2 <u>At FR39, Stringer 35:</u></p> <p>Before next flight, apply the associated corrective actions (rework) in accordance with instructions of SB A310-53-2069 Revision 06.</p> <p>Afterwards, perform either High Frequency Eddy Current (HFEC) or X-Ray inspection for crack detection (fatigue inspection) at the threshold and intervals specified in Figure 1, sheets 4 and 5 of SB A310-53-2069 Revision 6 and apply the associated corrective actions, as necessary.</p> <p>Further to introduction of reduced threshold and intervals for the fatigue inspection required by paragraph 3.2 of this AD, a grace period of 900 FC or 1 800 FH, whichever occurs first after the effective date of this AD is granted for the first inspection to occur from effective date of this AD, as long as it does not result in exceeding 50% of the new interval nor the time limit for the next inspection scheduled in accordance with AD 2000-514-326(B) R1, whichever occurs later.</p> <p>4. For aircraft where SB A310-53-2070 Revision 02 has been embodied, the requirements of paragraphs 2 and 3.1 of this AD are no longer applicable.</p> <p>Note 1: Aircraft that have already been inspected, before the effective date of the present AD, in accordance with the instructions of SB A310-53-2069 from Revision 01 up to Revision 05 inclusive are compliant with paragraphs 1 and 2 of this AD, but the repetitive inspections must be continued in accordance with the instructions of SB A310-53-2069 Revision 06.</p> <p>Note 2: Aircraft that have already been modified, before the effective date of the</p> |

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| | present AD, in accordance with the instructions of SB A310-53-2070 at original issue or Revision 01 are compliant with paragraphs 2, 3.1 and 4 of this AD, |
| Ref. Publications: | AIRBUS Service Bulletins A310-53-2069 revision 01, revision 02, revision 03, revision 04, revision 05, revision 06; and A310-53-2070 original issue, revision 01, revision 02. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD. |
| Remarks : | <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 12 November 2007 as PAD 07-204 for consultation until 26 November 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, Telephone: + 33 5 61 93 36 96, Fax:+ 33 5 61 93 44 51). |