

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-031/99

Datum vydání: 18. března 1999

LETADLO - ELEKTROINSTALACE ZÁLOŽNÍHO GENERÁTORU - KONTROLA

Týká se: letadel Airbus A310 a A300-600, která jsou uvedena v části "Applicability" DGAC AD 1999-077-278(B) (příloha tohoto PZZ).

Datum účinnosti: 22. dubna 1999

Provést v termínech: jak je popsáno v DGAC AD 1999-077-278(B).

Postup provedených prací: dle DGAC AD 1999-077-278(B).

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Toman. Pokud to vyžaduje povaha tohoto PZZ musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě DGAC AD 1999-077-278(B).

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

GSAC

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1999-077-278(B)

In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A310 and A300-600 Aircraft

101VU Panel - Inspection of contactors 12XC and 15XE (ATA 24)

APPLICABILITY:

AIRBUS INDUSTRIE aircraft equipped with a standby generator (FIN 25XE) :

- A310, all certified models, all serial numbers on which AIRBUS INDUSTRIE modification No. 05911 has been embodied in production (AIRBUS INDUSTRIE Service Bulletin A310-24-2014 or A310-24-2078 for in-service aircraft),

- A300-600, all certified models, all serial numbers on which AIRBUS INDUSTRIE modification No. 06214 has been embodied in production (AIRBUS INDUSTRIE Service Bulletin

A300-24-6008 for in-service aircraft).

REASONS:

Operators have reported cases of broken terminal lugs on the three-phase wiring to 12XC and 15XE contactors located on the "essential" part of the 101VU panel in the avionics compartment. On 15XE, the mounting lugs were also found broken.

The loss of these points of contact, which remains a "hidden failure" under normal conditions (no obvious repercussion) could have major to hazardous effects, in case of loss of the GEN 1 and GEN 2 power generation sources.

ACTIONS:

Prior to accumulation of 5,000 hours or within 600 flight hours following the effective date of this Airworthiness Directive, whichever occurs later, perform a detailed visual inspection and repair if required:

- terminals T1, T2, T3 (on contactor 12XC) and K1, K2, K3, R1, R2, R3 (on contactor 15XE), and
- the mounting lugs on the contactor 15XE,

in accordance with the instructions of AIRBUS INDUSTRIE A.O.T. 24-09 revision 1 dated August 12,1998.

REFERENCES:

AIRBUS INDUSTRIE A310/A300-600 A.O.T. 24-09 revision 1 dated August 12,1998.

EFFECTIVE DATE : MARCH 06, 1999