ÚŘAD PRO CIVILNÍ LETECTVÍ
ČESKÁ REPUBLIKA
Sekce technická

letiště Ruzyně, 160 08 Praha 6
tel: 233320922, fax: 220562270

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-073/2003
Datum vydání: 01. září 2003
AIRBUS
A300, A310, A300-600, A300-600ST BELUGA

LETOUN - POSTUPY PRO ÚNIK PALIVA - LETOVÁ PŘÍRUČKA

Týká se: letadel AIRBUS A300, A310, A300-600, všech certifikovaných verzí a všech výrobních čísel a letadel A300-600ST BELUGA všech výrobních čísel.

Datum účinnosti: 02. října 2003

Provést v termínech:
Jak je popsáno v DGAC AD 2003-319(B), od data účinnosti tohoto PZZ.

Postup provedení prací:
Dle DGAC AD 2003-319(B) (příloha tohoto PZZ).

Poznámky:
- Provedení tohoto PZZ musí být zapsáno do letadlové knihy.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická - 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 2003-319(B).

Ing. Pavel MATOUŠEK
ředitel

DGAC AD No.: 2003-317(B)

AIRBUS

A300, A310, A300-600 and A300-600ST BELUGA aircraft

AFM - Fuel leak procedure (ATA 28)

1. APPLICABILITY:

AIRBUS A300, A310, A300-600 aircraft all certified model and all serial numbers and A300-600ST BELUGA aircraft all serial numbers.

2. REASONS:

The aim of this Airworthiness Directive (AD) is to oblige the crew to follow the requirements of the "fuel leak procedure" of the Aircraft Flight Manual (AFM) at the last effective issue, for the following reasons.

In august 2001, an AIRBUS A330 aircraft was diverted following an extensive fuel leak. During the diversion, the two engines shut down due to lack of fuel. An emergency landing with all engines off was successfully achieved.

The inquiry revealed that fuel management by the crew directly contributed to the total loss of the fuel.

This event, and the general review of major fuel leaks, not limited to AIRBUS fleet, has demonstrated that after identification of the leak by the crew, fuel management is a critical factor to limit the consequences on flight safety.

The procedure to be followed by the crew depends on the location of the leak (at the engine, at the fuel tank, or leak not located), and differs greatly according to this location.

This demonstrated the need to include a clear and detailed fuel leak procedure in the AFM's of A300 aircraft family so that it can be referred to whenever necessary.

3. MANDATORY ACTION AND COMPLIANCE TIME:

From the effective date of this AD, the applicable "fuel leak" procedure is the one introduced in the AFM revisions listed in the table below.

The operators must make sure of introduction of applicable "fuel leak" procedure in the AFM. The crews must follow this procedure.

A300 aircraft		A310 aircraft		A300-600 aircraft	
Model	AFM revision number	Model	AFM revision number	Model	AFM revision number
A300 B2-1C	28	A31 0-203	25	A300 B4-620	12
A300 B4-2C	33	A310-221	23	A300 C4-620	13
A300 B2K-3C	23	A31 0-222	20	A300 B4-601	11
A300 B2-203	19	A310-322	14	A300 B4-603	10
A300B4-103	21	A310-304	14	A300 B4-605R	8
A300 B4-203	27	A310-204	12	A300 B4-622	8
A300 B4-120	18	A310-222-100	12	A300 B4-622R	8
A300 B4-220	12	A310-324	11	A300 F4-605R	6
A300 C4-203	18	A310-308	9	A300 C4-605R-F	5
A300 F4-203	7	A310-325	8	A300 F4-622R	6

A300-600ST aircraft	
Model as designated on AFM	AFM revision number
A300 B4-608R	7

REF.: Aircraft Flight Manuals at here above listed revisions
Any later approved revision is acceptable.

EFFECTIVE DATE: AUGUST 30, 2003