

Revised October 1, 1999

Aircraft Certification Service

DEPT. OF TRANSPORTATION
DOCKETS

ENGINEER:

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'SHORT' WORKSHEET

DOCKET NUMBER:

2003-NM-9558A D

TECH WRITER:

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ANM-114

FCAA AD No./Revision/Date (Attach 1 copy):

DGAC AD 2003-082(B) dated January 19, 2003 [This AD replaces AD2002-185(B) which was cancelled]

Manufacturer Service Information/Revision/Date (Attach 2 clean copies):

A300 Airplane: A300-24-0099 original issuance or any later revision.

A300-600 Airplane: A300-24-6082, original issuance or any later revision.

A310 Airplane: A310-24-2088, original issuance or any later revision.

PROPOSED CORRESPONDING ACTION:

Emergency AD

Is this action one of the following?

Immediately Adopted AD

Supersedure of AD (Docket No.) *2000-1807*

Notice of Proposed Rulemaking

Revision of AD (Docket No. _____)

Final rule after NPRM
(If FRAN, complete Attachment A.)

Supplemental NPRM (Docket No. _____)
(If any of the above is checked, complete Attachment B.)

Other (NFR, DFR)

For each AD item numbered below, provide draft text and/or FCAA AD or SB references. WHERE POSSIBLE, answer items using markup of FCAA AD or SB, & mark with the AD item number.

1. Model, Applicability, # Airplanes (both U.S. & worldwide) - Refer to FCAA AD or SB; state any differences for the U.S. AD:

All Airbus A300, A310 and A300-600 aircraft
165 U.S.

AD Summary and Discussion Sections:

2. What has the FCAA/mfgr told the FAA?

"The FCAA advises that ..."

Describe background/events that prompted the AD in 1-2 sentences. Refer to FCAA AD or SB 'Reason.'

"...following the in flight loss of the DC Normal Bus on an A310 in November of 96, Airbus launched a design change of the transformer's rectifiers units (TRU) located in the avionics compartment. The design change aimed at lowering the starting temperature threshold of the internal fan. DGAC CN 1999-435-296(B) [FAA AD 2000-18-07, F1590] rendered mandatory the installation of TRU Part Number (P/N) F11QY3121. Despite this modification, a low reliability of this TRU was still occurring. Additional analysis by Airbus pointed to the TRU diodes P/N F120N0018/19 as the main factor to poor reliability. A new modification is now being mandated which improves the following,

- Temperature threshold of the internal fam modification
- "C" diodes are installed, replacing "A" and "B" diodes.
- New primary transformer filter capacitor and location
- Change of secondary transformer filter.

In parallel, the operation of the airplane was rendered more restrictive which the FAA's Flight Standard Service accepted and is enforcing on all U.S. operators of these airplanes, through the issuance of a temporary revision to the Master Minimum Equipment List (MMEL).

3a. What is the unsafe condition AND its cause? **"These actions are intended to prevent..."**
Describe unsafe condition and its cause in 2-3 sentences (non-technical terms). Refer to FCAA AD or SB 'Reason.'

"...failure of the TRU's..."

3b. What is the end-level effect on the airplane? **"...which could result in..."**
Provide a 1-sentence description; use non-technical terms.

"...if multiple TRU's fail then the result could be the loss of the thrust reversers, autothrottle, flaps, and various systems (wing/cockpit window anti-ice, trim tank pumps, and windshield wipers) on the airplane; or incorrect information displayed to the flight crew.

4. (Yes or No) Is the corrective action required in this AD considered to be interim action?

No

5. (Yes or No) Is this action considered 'sensitive, or is it related to a Safety Recommendation?
(If yes, state why sensitive, and/or provide copy of FAA/NSTB Safety Recommendation.)

No

6. AD Differences or Exceptions to Policy (if needed): **"This AD differs from the FCAA AD..."**

Check if: Flight with Cracks (exception to policy) ___; No Flight with Cracks ___; Mandate Term Action ___;
Not Mandating Term Action (exception to policy) ___; Contact Mgr, FAA ___; Compliance time ___;
Mandate AFM Action ___; Contact Mgr or FCAA ___

Describe any other differences between service bulletin (or exceptions to policy) and this proposed FAA AD.

None

AD Cost Impact Section:

7a. Work hours for corrective action(s) required: *(List hours or reference SB 'Manpower').*

5 hours per airplane

7b. Parts Cost, if any: *(List costs or reference SB 'Material - Cost and Availability').*

TBD

AD Body Section:

For EACH corrective action, mark up FCAA AD or SB, if usable -OR- fill out Corrective Action Table below.

8a: Action #1

What is the corrective action?	Remove the THALES AES TRU'S P/N F11QY3121 and replace with the THALES AES TRU'S P/N F11QY3714 in accordance the applicable Airbus service bulletin A300 Airplane: A300-24-0099 original issuance or any later revision. A300-600 Airplane: A300-24-6082, original issuance or any later revision. A310 Airplane: A310-24-2088, original issuance or any later revision.
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<i>What is its compliance time? (Add grace period if not available)</i>	36 months from the effective date of this AD
<i>What is repetitive interval?</i>	Not Applicable

9. (Yes or No) Should corrective action(s) required in this AD to be applied to spares as well?

No

10. Should a ferry flight permit be: Permitted Permitted with limitations* Prohibited
 *List limitations.

11. Check the category that best describes the cause of the unsafe condition addressed by this AD:
 Design Problem Unapproved Parts Operational
 Maintenance Quality Control Problem** Other (specify):
 **Reporting Reqt Needed? _____

12. (Yes or No) Was the lead airline process used in developing the requirements of this action?

N/A