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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2007-0064

Datum účinnosti: 27. března 2007

AIRBUS SAS

modely A319, A320, A321


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 : 2007-0064</p> <p>Issued: 13 March 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	A319, A320 and A321 aircraft	
TCDS Number : EASA A.064		
Foreign AD: Not applicable.		
Supersedure: Not applicable.		
ATA 57	Wing - Dry Bay Skin - Inspection	
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	<p>AIRBUS A319, A320 and A321 aircraft, all certified models, all serial numbers on which zonal tasks ZL-540-02 and ZL-640-02 have already been performed before the effective date of the AD, and for which it cannot be confirmed that access panels 540CZ, 540DZ, 640CZ and 640DZ were removed for inspection.</p> <p>The aircraft on which zonal tasks ZL-540-02 and ZL-640-02 have been performed in accordance with AMM 05-25-40 at August 2001 revision or later revision are not affected by the requirements of this AD.</p> <p>No action is required by this AD for aircraft to be delivered after the issue date of this AD.</p>	
Reason:	<p>During planned maintenance visit on two aircraft, corrosion was found on the upper surface of the wing lower skin panel N°1, inside the Right Hand (RH) inboard dry bay. Inspection of the affected area is covered by MRB Report, Revision 11, by SSI task 572061-01-1 at a threshold of 12 years with a repetitive interval of 12 years. This requirement is transferred to the MRBR Zonal Inspection Programme (ZIP) and from MRBR Rev 11, covered by tasks ZL-540-02-1 and ZL-640-02-1. The MRBR access requirements for these tasks include removing access panel numbers 540CZ, 540DZ, 640CZ and 640DZ.</p> <p>It was discovered that these access panels had been omitted from the associated AMM task (AMM 05-25-40/601) until the August 2001 revision.</p>	

	<p>The result is that some inspections may have not been fully accomplished due to non-removal of panels 540CZ, 540DZ, 640CZ and 640DZ.</p> <p>If the area has not been inspected with the correct access, and if SB A320-57-1121 has not been performed, then some aircraft could remain insufficiently inspected until the repeat inspection interval. This may result in a high risk of corrosion findings greater than level 1.</p>
Effective Date:	27 March 2007
Compliance:	<p>Unless already accomplished, within the next 20 months after the effective date of this AD, perform a detailed visual inspection of the wing tank dry bay and apply corrective actions in accordance with AIRBUS Service Bulletin (SB) A320-57-1121.</p> <p>Accomplishment of one of the following tasks of A318/A319/A320/A321 MRB Report revision 11 is considered as an alternative method of compliance:</p> <ul style="list-style-type: none"> ▪ SSI 57-20-04, ▪ SSI 57-20-20, ▪ SSI 57-20-27, ▪ SSI 57-20-53, ▪ SSI 57-20-60, ▪ SSI 57-20-61.
Ref. Publications:	AIRBUS Service Bulletin A320-57-1121 original issue; any further approved revision of this SB provides an acceptable method of compliance.
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD. 2. This AD was posted on 19 September 2006 as PAD 06-217 for consultation until 03 October 2006. The Comment Response Document can be found at http://ad.easa.europa.eu/ . 3. Enquiries regarding this AD should be addressed 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 - Fax 33 5 61 93 44 51