



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: F-2005-117

Datum účinnosti: 29. června 2005

AIRBUS SAS

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 zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

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	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC as the Airworthiness Authority of the State of Registry for the affected aircraft.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
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.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: UF-2005-117		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A319, A320 and A321 aircraft		
Type certificate(s) No. 180 TCDS No 180				
ATA chapter: 71	Subject: Engine - Forward mount bolt			

1. EFFECTIVITY:

AIRBUS A319-131, A319-132, A319-133, A320-232, A320-233, A321-131, A321-231 and A321-232 aircraft models, all serial numbers that are powered with IAE V25xx engine serial number:


V10002, V10008, V10009, V10010, V10012, V10013, V10015, V10017, V10019, V10020, V10021, V10023, V10024, V10025, V10027, V10030, V10031, V10032, V10034, V10043, V10044, V10045, V10046, V10048, V10049, V10050, V10051, V10056, V10057, V10058, V10059, V10060, V10063, V10064, V10065, V10066, V10068, V10070, V10072, V10073, V10074, V10076, V10077, V10078, V10081, V10082, V10083, V10085, V10086, V10087, V10090, V10091, V10092, V10094, V10095, V10097, V10098, V10099, V10105, V10106, V10108, V10109, V10110, V10115, V10129, V10133, V10140, V10143, V10144, V10146, V10150, V10153, V10157, V10158, V10159, V10162, V10163, V10165, V10167, V10170, V10171, V10182, V10183, V10189, V10191, V10197, V10212, V10213, V10214, V10215, V10217, V10218, V10222, V10224, V10225, V10226, V10227, V10232, V10233, V10239, V10244, V10248, V10280, V10281, V10288, V10289, V10291, V10292, V10302, V10304, V10305, V10306, V10308, V10311, V10316, V10317, V10319, V10323, V10327, V10333, V10345, V10350, V10351, V10353, V10354, V10357, V10358, V10359, V10365, V10367, V10368, V10372, V10373, V10374, V10376, V10377, V10378, V10388, V10390, V10394, V10395, V10402, V10406, V10409, V10419, V10428, V10444, V10484, V10511, V10545, V10592, V10602, V10640, V10707, V10740, V10747, V10769, V10770, V10842, V10847, V10989, V11111, V11116, V11162, V11181, V11185, V11262, V11307, V11311, V11345, V11346, V11437, V11438, V10022, V10029, V10038, V10041, V10047, V10052, V10053, V10054, V10062, V10067, V10069, V10071, V10075, V10088, V10089, V10104, V10121, V10131, V10133, V10135, V10137, V10138, V10139, V10141, V10142, V10164, V10166, V10186, V10206, V10238, V10240, V10245, V10246, V10283, V10414, V10416, V10443, V10479, V10522, V10598, V10599, V10664, V10665, V10684, V10709, V10755, V10765, V10796.

2. REASONS:

An engine shop has informed that during incorporation of AIRBUS Service Bulletin A320-71-1021 mandated by Airworthiness Directive (AD) 98-293-118, they have been applying an incorrect torque to the bolts Part Number 275B0307-7H attaching the engine forward mount to the engine.

The effect of the lower torque values used on the bolts is a reduction in fatigue life. The bolts are part of a secondary thrust load path that is only active upon failure of the primary thrust load path.

The aim of this AD is to check the integrity of the primary load path and to re-install the forward mount bolts with correct torque level.

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3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

3.1. For aircraft powered by V2530-A5 or V2533-A5 jet engines:

Within 5 days from the effective date of this AD, perform a detailed inspection of the forward engine mount primary load path components and apply all necessary corrective actions in accordance with AIRBUS All Operators Telex (AOT) A320-71A1036 Revision 1.

Accomplishment of A320 MPD check reference 712111-03 or engine shop visit are equivalent if already done within less than 2,250 flight cycles before the effective date of this AD.

3.2. For aircraft powered by V2522-A5, V2524-A5 or V2527-A5 jet engines:

Within 10 days from effective date of this AD, perform a detailed inspection of the forward engine mount primary load path components and apply all necessary corrective actions in accordance with AOT A320-71A1036 Revision 1.

Accomplishment of A320 MPD check reference 712111-03 or engine shop visit are equivalent if already done within less than 2,250 flight cycles before the effective date of this AD.

3.3. For all aircraft:

Within 2,250 flight cycles from accomplishment of the detailed inspection as specified in paragraph 3.1. or 3.2. of this AD, or during the next engine shop visit, whichever occurs first, remove and re-install the bolts attaching the engine forward mount to the engine, in accordance with AOT A320-71A1036 Revision 1.

4. REFERENCE PUBLICATION:

AIRBUS AOT A320-71A1036 Revision 1 dated June 28, 2005
Any further approved revision of this AOT is acceptable.

5. EFFECTIVE DATE:

Upon receipt of the emergency AD issued on June 29, 2005.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:

AIRBUS SAS - Office of Airworthiness - EAS - Fax: 33 5 61 93 44 51.

7. APPROVAL:

EASA has considered the issuance of Airworthiness Directive the subject of which is the correction of a dangerous situation due to a defective maintenance operation is not in its responsibility scope.

Consequently, this EAD having for origin a defective maintenance check do not comply with the present responsibility EASA scope and is not subject to an EASA approval.

It is part of each of the national authorities to decide to take into account this AD by the statutory means judged appropriate.