



ÚŘAD PRO CIVILNÍ LETECTVÍ

SEKCE TECHNICKÁ

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: EASA AD 2007-0065R2

Reviduje EASA AD 2007-0065R1

Účinnost od: 14. března 2011

AIRBUS

A318, 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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| EASA | AIRWORTHINESS DIRECTIVE |
|  | <p>AD No.: 2007-0065R2</p> <p>Date: 28 February 2011</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p> |
| <p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p> | |
| <p>Type Approval Holder's Name :</p> <p>AIRBUS</p> | <p>Type/Model designation(s) :</p> <p>A318, A319, A320 and A321 aeroplanes</p> |
| <p>TCDS Number : EASA.A.064</p> | |
| <p>Foreign AD : Not applicable.</p> | |
| <p>Revision : This AD revises EASA AD 2007-0065R1 dated 12 June 2007.</p> | |
| ATA 32 | Landing Gear – Extension and Retraction Selector Valves – Inspection / Replacement |
| <p>Manufacturer(s): Airbus (formerly Airbus Industrie)</p> | |
| <p>Applicability:</p> | <p>Airbus A318, A319, A320 and A321 aeroplanes, all models, all manufacturer serial numbers (MSN) fitted with GE Aviation landing gear (LG) selector valve 40GA or LG door selector valve 41GA with the following Part Numbers (P/N) :</p> <ul style="list-style-type: none"> - LG selector valve P/N: 114079017, 114079015, 114079013, 114079009AB, 114079009A, 114079009, 114079005AB, 114079005A, 114079005, 114079001AB, 114079001A, or 114079001. - LG door selector valve P/N: 114079016, 114079014, 114079012, 114079010AB, 114079010A, 114079010, 114079006AB, 114079006A, 114079006, 114079002AB, 114079002A, or 114079002. <p>The following aeroplanes are not affected by this AD:</p> <ul style="list-style-type: none"> - Aeroplanes MSN's 2389, 2392, 2393, 2396, 2398, 2403, 2405, 2407, 2409, 2410, 2411, from 2413 to 2439 inclusive, 2441, and MSN above 2441, on which no replacement of the LG selector valve 40GA or of the LG door selector valve 41GA has been performed since the aeroplane delivery. - Aeroplanes on which LG selector valve 40GA and LG door selector valve 41GA have the marking "DI" or "DI-BE" recorded on their amendment plates. <p>Reminder: It is the responsibility of the operator to ensure that any LG selector valve 40GA or LG door selector valve 41GA, replaced on an aeroplane after having complied with this AD, still complies with the requirements of this AD.</p> |

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| Reason: | <p>After a push back from the gate, an A320-200 aeroplane was preparing to initiate taxi, when an uncommanded nose landing gear (NLG) retraction occurred, and then the aeroplane abruptly hit the ground.</p> <p>Investigations revealed that the retract condition is caused by a combination of a faulty MLG proximity switch, a power interruption to Landing Gear Control Interface Units (LGCIUs) and an internal hydraulic leak through the LG selector valve 40GA. The internal hydraulic leak through the LG selector valve 40GA was due to a broken seal in one of the end cap chambers for the valve spool. As a corrective action, a duplicate inspection (DI or DI-BE) for these valves has been introduced in production, and the Component Maintenance Manual (CMM) has been revised. Untimely unlocking and/or retraction of the NLG, while on the ground, could cause injury to ground personnel and significant structural damage to the aeroplane.</p> <p>EASA AD 2007-0065 was issued to require the inspections of the LG selector valve 40GA and the LG door selector valve 41GA, to identify a possible hydraulic leak.</p> <p>Revision 1 of this AD was issued to clarify that previously accomplished inspections are an acceptable means of compliance with the intent of this AD.</p> <p>Revision 2 of this AD has been issued to identify the affected P/N selector valves in the Applicability and clarify the requirements for aeroplanes on which an affected P/N selector valve has been installed after the effective date of the original issue of this AD, which does not have the duplicate inspection "DI" or "DI-BE" recorded on its amendment plate.</p> <p>This AD revision also adds an optional terminating action, to install new P/N 114079018 and P/N 114079019 valves which have new CX seals, introduced by Airbus Modification 38947 in production, or Airbus Service Bulletin (SB) A320-32-1348 in service.</p> <p>Some editorial changes have been made to this AD to improve the readability and to meet current writing standards. No changes have been made to the required actions or the related compliance times.</p> |
| Effective Date: | <p>Revision 2: 14 March 2011</p> <p>Revision 1: 12 June 2007 (issue date of AD 2007-0065R1)</p> <p>Original issue: 28 March 2007</p> |
| Compliance: | <p>Required as indicated, unless accomplished previously :</p> <p>(1) For aeroplanes that have accumulated up to 20 000 flight cycles (FC) on 28 March 2007 [the effective date of the original issue of this AD]:</p> <p>Within 4 500 FC after 28 March 2007 [the effective date of the original issue of this AD], but not exceeding 20 800 FC from first flight, inspect the LG selector valve 40GA and the LG door selector valve 41GA in accordance with the instructions of Airbus SB A320-32-1290.</p> <p>(2) For aeroplanes that have accumulated more than 20 000 FC on 28 March 2007 [the effective date of the original issue of this AD]:</p> <p>Within 800 FC after 28 March 2007 [the effective date of the original issue of this AD], inspect the LG selector valve 40GA and the LG door selector valve 41GA in accordance with the instructions of Airbus SB A320-32-1290.</p> <p>(3) Thereafter, at intervals not exceeding 20 000 FC or 89 months, whichever occurs first, repeat the inspection of the LG selector valve 40GA and the LG door selector valve 41GA, in accordance with the accomplishment instructions of Airbus SB A320-32-1290.</p> <p>(4) If, during any inspection as required by paragraphs (1), (2) or (3) of this AD, hydraulic leakage is detected, before next flight, accomplish the associated corrective actions, depending on findings, in accordance with the</p> |

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| | <p>accomplishment instructions of Airbus SB A320-32-1290.</p> <p>(5) Installation of a LG selector valve 40GA or a LG door selector valve 41GA with a P/N listed in the Applicability section of this AD, which does not have the marking "DI" or "DI-BE" recorded on its amendment plate, is allowed, provided that the valve will be inspected within 800 FC after installation, in accordance with the accomplishment instructions of Airbus SB A320-32-1290. Thereafter, the repetitive inspection requirements of paragraph (2) of this AD are applicable to the affected valve.</p> <p>(6) Modification of an aeroplane in accordance with the instructions of Airbus SB A320-32-1348 (Modification 38947) constitutes terminating action for the inspection requirements of this AD for that aeroplane, provided that after modification, only new P/N 114079018 or P/N 114079019 valves are installed on the aeroplane as replacement valves.</p> |
| Ref. Publications: | <p>Airbus SB A320-32-1290 at original issue.</p> <p>Airbus SB A320-32-1348 at original issue.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> |
| Remarks : | <ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 25 August 2006 as PAD 06-214 for consultation until 15 September 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 – Airworthiness Office – EAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com. |