



ÚŘAD PRO CIVILNÍ LETECTVÍ

SEKCE TECHNICKÁ

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: EASA AD 2011-0077

Ruší EASA AD 2006-0184

Účinnost od: 19. května 2011

AIRBUS

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.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2011-0077</p> <p>Date: 05 May 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>A319, A320 and A321 aeroplanes</p>
<p>TCDS Number : EASA.A.064</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : This AD supersedes EASA AD 2006-0184 dated 03 July 2006.</p>		
ATA 25		Equipment / Furnishings – Cargo Loading System Fixed YZ Latches Attachment Points – Modification
<p>Manufacturer(s): Airbus (formerly Airbus Industrie)</p>		
<p>Applicability: Airbus A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers (MSN).</p>		
<p>Reason:</p> <p>Investigation has revealed that the installed Tie Down Points of YZ latches on the Cargo Loading System (CLS) of Airbus A319, A320 and A321 aeroplanes do not withstand the maximum loads in accordance with the certification requirements (CS 25.787 "Stowage compartments").</p> <p>In case of failure of Tie Down Points, unrestrained cargo parts could cause damage in the Forward (FWD) and AFT lower deck cargo holds (e.g. air conditioning, fire protection system, hydraulic system, electrical wiring, etc.), and therefore could have an impact on the safety of the flight.</p> <p>EASA AD 2006-0184 was issued to require the modification of the attachment points of fixed YZ latches of the CLS in both FWD and AFT lower deck cargo holds, as applicable to aeroplane configuration, in accordance with Airbus SB A320-25-1294 Revision 01.</p> <p>It has recently been identified that for some aeroplanes, Airbus SB A320-25-1294 Revision 01 has been applied only on one of the lower deck cargo holds (FWD or AFT) while both cargo compartments were concerned by the modification, and that some aeroplanes could have installed the affected YZ through the instructions of the Cargo Conversion Manual.</p>		

	<p>For the reasons described above, this AD, which supersedes EASA AD 2006-0184, requires modification of the attachment points of fixed YZ latches of the CLS lower deck cargo holds on those aeroplanes on which one or both lower deck cargo holds have not been modified.</p> <p>This AD also prohibits installation of the affected YZ latches, identified by Part Number (P/N) in Table 1 of Appendix 1 of this AD, on any aeroplane as replacement parts, unless all the attachment points of the YZ latch have been modified.</p>
Effective Date:	19 May 2011
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously :</p> <ol style="list-style-type: none"> (1) Within 20 months after the effective date of this AD, modify the attachment points of fixed YZ latches of the CLS, having a P/N listed in Table 1 of Appendix 1 of this AD, in both FWD and AFT lower deck cargo holds by adding spacer assemblies with P/N D2557232700000, in accordance with the instructions of Airbus SB A320-25-1294 Revision 06. (2) Modification of an aeroplane, prior to the effective date of this AD, in accordance with the instructions of Airbus SB A320-25-1294 at original issue, or at Revision 01, Revision 02, Revision 03, Revision 04, or Revision 05, and in accordance with the instructions referenced as "additional work" (see Note below) in Airbus SB A320-25-1294 at Revision 06, as applicable to aeroplane configuration, is considered an acceptable method of compliance with the requirements of paragraph (1) of this AD for that aeroplane. <p>Note: For certain aeroplanes, identified by MSN in Airbus SB A320-25-1294 Revision 06, additional work has been introduced to ensure accomplishment of the modifications as required by the paragraph (1) of this AD for both AFT and FWD lower deck cargo holds.</p> <ol style="list-style-type: none"> (3) Aeroplanes on which both Airbus modification (mod) 32244 and mod 32245 have been embodied in production, or both Airbus mod 32316 and mod 32317 have been embodied in production, and on which no YZ latch replacements have been made since first flight, are not affected by the modification requirements of this AD. (4) From the effective date of this AD, do not install on the CLS of an aeroplane any YZ latch with a P/N listed in Table 1 of Appendix 1 of this AD, unless all the attachment points of that latch have been modified as required by this AD.
Ref. Publications:	<p>Airbus SB A320-25-1294 Revision 06.</p> <p>The use of later approved revisions of this document 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. This AD was posted on 23 March 2011 as PAD 11-032 for consultation until 20 April 2011. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, 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.

Appendix 1 – Affected YZ Latches

Table 1 - List of YZ latches Part Numbers, affected by this AD:

D 255 7 2380 000
D 255 7 2380 002
D 255 7 2380 006
D 255 7 2380 008
D 255 7 2350 002
D 255 7 2350 004
D 255 7 2350 006

Table 2 - The affected YZ latches (see Table 1) are known to be installed by, but not limited to, the following approved methods:

During production through:	Airbus modifications 20065, 20040, 24495, 24848, 24496, 21895, 21896, 25905, 25907, 22601, 22602, 27187, 28319, 28322, 28330, 28335, or 31797
In service through:	Airbus SB A320-25-1132, SB A320-25-1133, SB A320-25-1145, SB A320-25-1175, SB A320-25-1177, SB A320-25-1276, SB A320-25-1278, SB A320-28-1134, or SB A320-28-1141.