



ÚŘAD PRO CIVILNÍ LETECTVÍ
ČESKÁ REPUBLIKA
Sekce technická
letišťe Ruzyně, 160 08 Praha 6
tel: 233320922, fax: 220562270

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: F-2005-115

Datum účinnosti: 16. července 2005

AIRBUS SAS

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

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	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.			<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
Direction générale de l'aviation civile France GSAC publication	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: F-2004-065 cancelled by its Revision 1		
Person in charge of airworthiness: AIRBUS SAS			Type(s): A318, A319, A320 and A321 aircraft		
Type certificate(s) No. 180 TCDS No 180					
ATA chapter: 32	Subject: Main landing gear (MLG) - Shock absorber sliding tube cracks				

1. **EFFECTIVITY:**

AIRBUS A318, A319, A320 and A321 aircraft all certified models, all serial numbers (MSN), equipped with MLG sliding tube with serial number (SN) containing four (4) digit ranging between 4001 and 4317 included.

These tubes have been manufactured between 1988 and 1993.

The sliding tube SN manufactured by MESSIER-DOWTY during this period can be written as one of the four following arrangements: SN 4xxxAB, SN AB4xxx, SN ABC4xxx, SN A4xxx -5678. The important part to consider is the four digit coding "4xxx" provided in the given examples.

The aircraft delivered after the effective date of this Airworthiness Directive (AD) and whose MSN is above 2154 are not affected by the requirements of this AD.


Reminder: It is the responsibility of the operator to ensure that any MLG sliding tube replaced on aircraft after having complied with this AD, still complies with the requirements of this AD.

2. **REASONS:**

AD F-2004-065, which dealt with the same subject, rendered mandatory the identification of the sliding tube SN of the 2 MLG and required a repetitive visual inspection of the batch of MLG sliding tubes that may potentially suffer from some non-metallic inclusions.

It has been reported that such an inclusion could generate a crack, which could lead to failure and loss of one axle.

This AD recalls the repetitive visual inspection of AD F-2004-065, which is cancelled, renders mandatory a detailed visual inspection and a Magnetic Particle Inspection (MPI) and requires the removal of the MLG shock absorber whose sliding tube SN is part of the batch defined in paragraph Effectivity of this AD.

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3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

- 3.1. Within 10 days from the effective date of this AD or within 10 days from the last inspection according to AIRBUS AOT A320-32A1273 at Revision 1 that is mandated by AD F-2004-065, whichever occurs first, perform the visual inspection of the shock absorber sliding tube and repeat this inspection at intervals not exceeding 10 days in accordance with the instructions given in AIRBUS Service Bulletin (SB) A320-32A1273 Revision 2.
- 3.2. Within 500 flight cycles following the effective date of this AD, perform a detailed visual inspection and a Magnetic Particle Inspection (MPI) of the MLG sliding tube and apply the necessary corrective actions in accordance with the instructions given in SB A320-32A1273 Revision 2.
- 3.3. Repeat the inspections as defined in above paragraph 3.2. at intervals not exceeding 1200 flight cycles and apply the necessary corrective actions in accordance with the instructions given in SB A320-32A1273 Revision 2.
- 3.4. Before December 15, 2008, remove the MLG shock absorber in accordance with the instructions given in AMM (Aircraft Maintenance Manual) 32-11-13 page block 401 and send it to MESSIER-DOWTY.

No further action is required as per this AD, after the installation, on both MLG, of a shock absorber whose sliding tube SN is out of the batch defined in paragraph Effectivity of this AD.

4. REFERENCE PUBLICATION:

AIRBUS Service Bulletin A320-32A1273 Revision 2
Any later approved revision of this SB is acceptable.

5. EFFECTIVE DATE:

July 16, 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:

This AD is approved under reference No EASA.A.AD.01012 dated June 28, 2005.