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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2006-0236R1

Datum účinnosti: 23. března 2007

AIRBUS

modely A319, A320


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.: 2006 – 0236R1</p> <p>Date: 09 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 designations:
AIRBUS		A319 and A320 aircraft
TCDS Number : EASA A.064		
Foreign AD : Not applicable		
Supersedure/Revision: EASA AD 2006-0236		
ATA 28, 57	Fuel, Wings - Fuel system – Labels in Fuel Tank	
Manufacturer:	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	<p>AIRBUS A319-100 series and A320-200 series, all certified models, serial numbers (MSN) 928, 934, 936, 938, 945, 946, 947, 950, 951, 964, 965, 969, 971, 972, 973, 976, 977, 978, 979, 981, 982, 984, 985, 988, 989, 990, 992, 994, 997, 998, 1002, 1003, 1005, 1014, 1016, 1018, 1026, 1028, 1029, 1030, 1031, 1033, 1035, 1037, 1038, 1039, 1046, 1047, 1049, 1050, 1051, 1054, 1057, 1058, 1059, 1062, 1063, 1064, 1068, 1071, 1074, 1076, 1077, 1084, 1085, 1090, 1093, 1095, 1096, 1097, 1098, 1101, 1103, 1104, 1105, 1110, 1111, 1113, 1115, 1119, 1120, 1122, 1124, 1126, 1128, 1130, 1135, 1136, 1138, 1142, 1143, 1147, 1154, 1155, 1156, 1157, 1159, 1160, 1162, 1163, 1165, 1166, 1169, 1171, 1173, 1179, 1181, 1184, 1187, 1189, 1191, 1194, 1196, 1200, 1201, 1205, 1208, 1209, 1210, 1211, 1213, 1217, 1221, 1222, 1224, 1225, 1231, 1244, 1245, 1246, 1247, 1248, 1249, 1251, 1252, 1253, 1263, 1264, 1265, 1267, 1268, 1269, 1274, 1279, 1280, 1282, 1287, 1289, 1290, 1292, 1295, 1297, 1300, 1308, 1309, 1311, 1315, 1318, 1319, 1326, 1328, 1329, 1335, 1336, 1343, and 1346, except aircraft that have received AIRBUS Service Bulletin (SB) A320-28-1149 in service.</p>	
Reason:	<p>On one A320 aircraft, labels were found floating in the fuel tank of the wing.</p> <p>These flexible plastic labels are stuck to the wing structure to identify rib numbers and manhole fastener references. The varnish coating and adhesive deteriorate in contact with fuel and the labels detached.</p>	

	<p>Floating labels in the fuel tank could be ingested by the fuel pumps which could lead to the loss of the fuel supply or failure of the pump.</p> <p>DGAC Airworthiness Directive (AD) F-2005-121 rendered mandatory an operational limitation, a repetitive inspection of fuel pumps and a repetitive inspection of fuel tanks.</p> <p>EASA AD 2006-0236 superseded DGAC AD F-2005-121, it enlarged the applicability to MSN 982, 1051 and 1083 and rendered mandatory the installation of new fuel strainers.</p> <p>AD 2006-0236 Revision 1 is issued to remove the applicability of aircraft which have been found not to be originally marked with such labels.</p>
<p>Effective Date:</p>	<p>23 March 2007</p>
<p>Compliance:</p>	<p>1. For MSN 982, 1051, 1083:</p> <p>1.1. Within 10 days from August 24, 2006 [the effective date of AD 2006-0236 original issue], apply the following instructions:</p> <p>Insert in the aircraft Minimum Equipment List (MEL) the Temporary Revision (TR) of the A318/319/320/321 MMEL (Master Minimum Equipment List) No 01-28/01Z issue 01, which states that the aircraft is not authorized to fly with one pump inoperative, and comply with this requirement.</p> <p><u>Note:</u> This MMEL TR will be introduced in the next MMEL general revision.</p> <p>1.2. In the event of a pump failure, before next flight, inspect the failed pump, the other pump located in the same half wing and their canister, and apply the necessary corrective actions, following the instructions of AIRBUS Service Bulletin (SB) A320-28-1102 Revision 2.</p> <p>1.3. Unless already accomplished, within the next 600 flight hours after August 24, 2006 [the effective date of AD 2006-0236 original issue], inspect the 4 wings pumps and canisters, and apply the necessary corrective actions following the instructions of SB A320-28-1102 Revision 2.</p> <p>The aircraft that have been inspected in accordance with SB A320-28-1102 Revision 1 are compliant with this paragraph 1.3.</p> <p>1.4. Repeat the inspection of above paragraph 1.3. at intervals not exceeding 600 flight hours, until accomplishment of SB A320-57-1117 Revision 2.</p> <p>After accomplishment of SB A320-57-1117 Revision 2, repeat the inspection of above paragraph 1.3. at intervals not exceeding 3000 flight hours.</p> <p>1.5. Before aircraft accumulates 162 months from first flight, inspect fuel tanks, and apply the necessary corrective actions following the instructions of SB A320-57-1117 Revision 2 and install new fuel strainers in accordance with the instructions of SB A320-28-1149</p>

original issue.

Application of this paragraph 1.5. renders void the requirements of above paragraphs 1.1, 1.2, 1.3 and 1.4. No further action is required by this AD.

2. For all aircraft listed in the applicability paragraph except MSN listed in paragraph 1 above:

- 2.1.** From July 30, 2005 [the effective date of AD F-2005-121], apply the following instructions:

Insert in the aircraft Minimum Equipment List (MEL) the Temporary Revision (TR) of the A318/319/320/321 MMEL (Master Minimum Equipment List) No 01-28/01Z issue 01, which states that the aircraft is not authorized to fly with one pump inoperative, and comply with this requirement.

Note: This MMEL TR will be introduced in the next MMEL general revision.

- 2.2.** In the event of a pump failure, before next flight, inspect the failed pump, the other pump located in the same half wing and their canister, and apply the necessary corrective actions, following the instructions of AIRBUS Service Bulletin (SB) A320-28-1102 Revision 2.

- 2.3.** Unless already accomplished, within the next 600 flight hours after July 30, 2005 [the effective date of AD F-2005-121], inspect the 4 wing pumps and canisters, and apply the necessary corrective actions following the instructions of SB A320-28-1102 Revision 2.

The aircraft that have been inspected in accordance with SB A320-28-1102 Revision 1 are compliant with this paragraph 2.3.

- 2.4.** Repeat the inspection of above paragraph 2.3. at intervals not exceeding 600 flight hours, until accomplishment of SB A320-57-1117 Revision 1 or Revision 2.

After accomplishment of SB A320-57-1117 Revision 1 or Revision 2, repeat the inspection of above paragraph 2.3 at intervals not exceeding 3000 flight hours.

- 2.5.** Unless already accomplished, prior to July 30, 2011, inspect fuel tanks, and apply the necessary corrective actions following the instructions of SB A320-57-1117 Revision 2.

Aircraft that have been inspected in accordance with SB A320-57-1117 Revision 1 are compliant with this paragraph 2.5.

When embodying SB A320-57-1117 at Revision 2 or later, and having never accomplished this SB at a previous Revision, if it is discovered that, instead of labels, the manhole door fasteners on both sides of the aircraft have been identified with paint or ink markings, no further action is required by this AD.

	<p>2.6. Before the aircraft accumulates 162 months from first flight, inspect fuel tanks, and apply the necessary corrective actions following the instructions of SB A320-57-1117 Revision 2 and install new fuel strainers in accordance with the instructions of SB A320-28-1149 original issue.</p> <p>Application of this paragraph 2.6. renders void the requirements of above paragraphs 2.1, 2.2, 2.3, 2.4, and 2.5. No further action is required by this AD.</p>
Ref. Publications:	<p>AIRBUS Service Bulletin A320-28-1102 Revision 2; AIRBUS Service Bulletin A320-57-1117 Revision 2; AIRBUS Service Bulletin A320-28-1149 original issue; A318/319/320/321 MMEL (Master Minimum Equipment List) No 01-28/01Z issue 01, or later approved revisions of these documents.</p>
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 Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-084 for consultation on 05 April 2006 with a comment period until 02 May 2006. The comment response document can be found at http://ad.easa.europa.eu 3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, 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