



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2006-0328

Datum účinnosti: 2. listopadu 2006

MESSIER BUGATTI

Hlavní přístávací podvozek
pro AIRBUS A 321


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 : 2006-0328</p> <p>Issued: 23 October 2006</p>	
<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.</p>		
<p>Type Approval Holder's Name : MESSIER BUGATTI</p>	<p>Type/Model designation(s) : Main Landing Gear (MLG) Wheel Assembly Part Numbers (P/N) C20500000 and P/N C20452000.</p>	
<p>Equipment approval Number(s): DGAC France QAC 141 ref. 951610 dated 7 April 1995 and 983406 dated 22 June 1998.</p>		
<p>Foreign AD : Not applicable.</p>		
<p>Supersedure : Not applicable.</p>		
ATA 32	Landing Gear – Main Landing Gear Wheel Assembly – Inspection/Repair	
<p>Manufacturer(s):</p>	<p>Messier-Goodrich S.A.; Goodrich-Messier Inc.</p>	
<p>Applicability:</p>	<p>Messier-Goodrich S.A. or Goodrich-Messier Inc. Main Landing Gear (MLG) Wheel Assemblies having P/N C20500000 and P/N C20452000, known to be installed on, but not limited to, AIRBUS A321 series aircraft.</p>	
<p>Reason:</p>	<p>Some operators have reported wheel corrosion, mainly under the heat-shield overlap area. In some cases a circular crack initiated from a corrosion pit. When the crack is initiated under the bead seat, it does not lead to tire pressure loss, and can cause a flange separation as experienced by few operators.</p> <p>This Airworthiness Directive (AD) mandates the inspection and, if necessary, repair of the MLG wheel assembly.</p>	
<p>Effective Date:</p>	<p>02 November 2006</p>	

Compliance:	<ol style="list-style-type: none"> 1. At each tire change after the effective date of this directive, inspect the MLG wheel assembly in accordance with the instructions of MESSIER-BUGATTI and GOODRICH Service Bulletin (SB) C20452-32-3254. 2. If damage is found, before next flight, repair the MLG wheel assembly in accordance with the instructions of MESSIER-BUGATTI and GOODRICH SB C20452-32-3254.
Ref. Publications:	MESSIER-BUGATTI and GOODRICH Service Bulletin C20452-32-3254 Revision 2 or any later approved revision.
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 Method of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-215 for consultation on 19 September 2006 with a comment period until 03 October 2006. No comments were received during the consultation period. 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 - Fax 33 5 61 93 44 51 or contact MESSIER-GOODRICH – tech-pub@messier-bugatti.com.