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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2007-0064R1

Datum účinnosti: 5. října 2007

AIRBUS

modely 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.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2007 - 0064R1</p> <p>Date: 21 September 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 designation(s) :	
AIRBUS	A319, A320 and A321 aircraft	
TCDS Number : EASA A.064		
Foreign AD : Not applicable.		
Revision : This AD revises EASA AD 2007-0064 dated 13 March 2007		
ATA 57	Wing - Dry Bay Skin – Inspection	
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	<p>AIRBUS A319, A320 and A321 aircraft, all certified models, all serial numbers on which Maintenance Review Board Report (MRBR) zonal tasks ZL-540-02 and ZL-640-02 (for MRBR up to Revision 7) or MRBR zonal task ZL-540-02-1 or ZL-540-02-2 (for MRBR since Revision 8) have already been performed before the effective date of the AD, and for which it cannot be substantiated that access panels 540CZ, 540DZ, 640CZ and 640DZ were removed for inspection.</p> <p>Note : up to MRBR Rev.7, ZL-540-02 covered Zone 540 and ZL-640-02 covered Zone 640. Since MRBR Rev.8, ZL-540-0-1 or ZL-540-02-2 also cover the corresponding RH wing zone (Zone 640).</p> <p>The aircraft on which zonal task ZL-540-02-1 or ZL-540-02-2 (or ZL-540-02 and ZL-640-02) has been performed in accordance with AMM 05-25-40 at August 2001 revision or later revision are not affected by the requirements of this AD.</p> <p>The aircraft on which one of the following Airworthiness Limitation Item (ALI) / MRBR tasks have been performed, are not affected by the requirements of this AD:</p> <ul style="list-style-type: none"> ▪ 572004-01-X, 572004-03-X , ▪ 572020-01-X, 572020-02-X, ▪ 572027-01-X, 572027-03-X 	

	<ul style="list-style-type: none"> ▪ 572053-01-X, 572053-02-X, ▪ 572060-02-X, ▪ 572061-02-X <p>Where X represents the task applicability index.</p> <p>No action is required by this AD for aircraft delivered after 27 March 2007, effective date of AD 2007-0064 original issue.</p>
Reason:	<p>During planned maintenance visit on two aircraft, corrosion was found on the upper surface of the wing lower skin panel N°1, inside the Right Hand (RH) inboard dry bay.</p> <p>It was discovered that access panels 540CZ, 540DZ, 640CZ and 640DZ had been omitted from the access requirements of the associated AMM task (AMM 05-25-40) until the August 2001 revision.</p> <p>The result is that some ZL-540-02-1 or ZL-540-02-2 (or ZL-540-02 and ZL-640-02) inspections may have not been fully accomplished due to non-removal of panels 540CZ, 540DZ, 640CZ and 640DZ.</p> <p>If the area has not been inspected with the correct access, and if AIRBUS Service Bulletin (SB) A320-57-1121 has not been performed, then some aircraft could remain insufficiently inspected until the next scheduled inspection. This may result in a high risk of corrosion findings greater than level 1.</p> <p>Revision 1 of this AD reduces applicability, clarifies the reason paragraph and details alternative method of compliance in the compliance paragraph.</p>
Effective Date:	05 October 2007
Compliance:	<p>Unless already accomplished, before November 27 2008, perform a detailed visual inspection of the wing tank dry bay and apply necessary corrective actions in accordance with SB A320-57-1121.</p> <p>Accomplishment of one of the following ALI / MRBR tasks is considered as an alternative method of compliance :</p> <ul style="list-style-type: none"> ▪ 572004-01-X, 572004-03-X, ▪ 572020-01-X, 572020-02-X, ▪ 572027-01-X, 572027-03-X ▪ 572053-01-X, 572053-02-X, ▪ 572060-02-X, ▪ 572061-02-X, ▪ ZL-540-02-X if 540CZ, 540DZ, 640CZ and 640DZ panels have been removed <p>Where X represents the task applicability index.</p>
Ref. Publications:	AIRBUS SB A320-57-1121 original issue or later approved revisions.
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. This AD was posted on 19 September 2006 as PAD 06-217 for consultation until 03 October 2006. The Comment Response

	<p>Document can be found at http://ad.easa.europa.eu/ .</p> <p>3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu .</p> <p>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: airworth-eas@airbus.com .</p>
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