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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2007-0067 R1

Datum účinnosti: 27. března 2007

Vydáno: 7. června 2007

AIRBUS SAS

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

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No : 2007 - 0067R1</p> <p>Date : 07 June 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 SAS	A319 and A320 series aircraft	
TCDS Number : EASA A.064		
Foreign AD : Not applicable		
Revision/Supersedure : EASA AD 2007-0067		
ATA 57	Wings – Centre and Outer Wing Box at level of Rib 1 Junction – Inspection	
Manufacturer(s):	AIRBUS, formerly AIRBUS INDUSTRIE	
Applicability:	<p>AIRBUS A319 series aircraft, all certified models, all serial numbers (MSN), except aircraft that have received :</p> <ul style="list-style-type: none"> - AIRBUS modifications (mod) 28238, 28162 and 28342 in production, or - mod 33421 in production. <p>AIRBUS A320 series aircraft, all certified models, all serial numbers (MSN), except aircraft that have received mod 33421 fully embodied in production.</p> <p>Note: AIRBUS A320 aircraft MSN 2164 through MSN 2688 that have partially received mod 33421 in production are affected by the requirements of this AD.</p>	
Reason:	<p>Some taperlocks used in the wing-to-fuselage junction at rib 1 were found to be non-compliant with the applicable specification, resulting in a loss of pre-tension in the fasteners. In such conditions, the structural integrity of the aircraft could be affected.</p> <p>This Airworthiness Directive (AD) mandates a repetitive internal inspection of the lower stiffeners, and a repetitive external inspection of the lower panels in center and outer wing box at level of rib 1 junction.</p> <p>This AD 2007-0067R1 is issued to amend the wording used in para. 2.1 of the Compliance section of this AD, where an external ultrasonic inspection of the lower panels (in the AD original issue defined “stiffeners”) is required. Also “or later EASA approved revision” for the SB compliance was added.</p>	

Effective Date:	27 March 2007
Compliance:	<p>1. For A320-200 aircraft :</p> <p>1.1 At the threshold and following the instructions given in SB A320-57-1129 revision 1 or later EASA approved revision, perform an internal ultrasonic inspection of the lower stiffeners in center and outer wing box at level of rib 1 junction, and apply corrective action if necessary. For aircraft that are close to or over the threshold, a grace period from AD effective date is defined in SB A320-57-1129 revision 1 or later EASA approved revision.</p> <p>1.2 Repeat this inspection at intervals defined in SB A320-57-1129 revision 1 or later EASA approved revision.</p> <p>2. For all aircraft :</p> <p>2.1 At the threshold and following the instructions given in SB A320-57-1130 revision 1 or later EASA approved revision, perform an external ultrasonic inspection of the lower panels in center and outer wing box at level of rib 1 junction, and apply corrective action if necessary. For aircraft that are close to or over the threshold, a grace period from AD effective date is defined in SB A320-57-1130 revision 1 or later EASA approved revision.</p> <p>Aircraft that have already accomplished SB A320-57-1130 at original issue are compliant with paragraph 2.1.</p> <p>2.2 Repeat this inspection at intervals defined in SB A320-57-1130 revision 1 or later EASA approved revision.</p> <p>Modification of the aircraft in accordance with the instructions contained in Airbus SB A320-57-1131 revision 0 or later EASA approved revision or SB A320-57-1137 revision 0 or later EASA approved revision or SB A320-57-1140 revision 0 or later EASA approved revision terminates the repetitive inspection requirements of this AD.</p>
Ref. Publications:	<p>AIRBUS Service Bulletin (SB) A320-57-1129 revision 1 , AIRBUS SB A320-57-1130 at original issue or revision 1, AIRBUS SB A320-57-1131 original issue, AIRBUS SB A320-57-1137 original issue, AIRBUS SB A320-57-1140 original issue, or later approved revisions of these documents.</p>
Remarks :	<p>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.</p> <p>2. This AD was posted on 24 November 2006 as PAD 06-243 for consultation until 24 December 2006. The Comment Response 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 - Fax 33 5 61 93 44 51</p>