



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2007-0162

Datum účinnosti: 26. června 2007
Nahrazuje francouzské AD DGAC
F-2004-0166,

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

EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;">AD No.: 2007 - 0162</p> <p style="text-align: center;">Date: 12 June 2007</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 :</p> <p>AIRBUS</p>	<p>Type/Model designations:</p> <p>A321 aircraft</p>	
<p>TCDS Number : EASA.A.064</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure: DGAC F-2004-166, EASA approval No. 2004-10121</p>		
<p>ATA 57</p>	<p>Wing - Rear Spar - Inspection</p>	
<p>Manufacturers:</p>	<p>AIRBUS (formerly AIRBUS INDUSTRIE)</p>	
<p>Applicability:</p>	<p>AIRBUS A321 aircraft, models -111, -112 and -131, all serial numbers (MSN), except aircraft that have received AIRBUS modification 24977 in production or AIRBUS Service Bulletin (SB) A320-57-1100 in service.</p>	
<p>Reason:</p>	<p>Airworthiness Directive (AD) F-2004-166 required an inspection of the attachment holes in the inner rear spar to detect fatigue cracks that could affect the structural integrity of the aircraft.</p> <p>This AD supersedes AD F-2004-166 and includes MSN 364 and 385 in the applicability list.</p>	
<p>Effective Date:</p>	<p>26 June 2007</p>	
<p>Compliance:</p>	<p>1. For all aircraft except MSN 364 and 385 :</p> <p>1.1. For aircraft that have never been inspected according to SB A320-57-1101 :</p> <p>Before accumulation of 20 000 Flight Cycles (FC) or 37 300 Flight Hours (FH) from the first flight, whichever occurs first, perform an ultrasonic inspection of the Left Hand (LH) and Right Hand (RH) wing inner rear spars, at the attachment holes of the Main Landing Gear (MLG) anchorage fitting and forward pintle fitting, as defined in the SB</p>	

	<p>A320-57-1101 Revision 04.</p> <p>Contact Airbus in case of findings in accordance with the instructions given in SB A320-57-1101 Revision 04.</p> <p>1.2. For aircraft that have been inspected according to the SB A320-57-1101 at revision 00, 01 or 02 after accumulation of 18 900 FC or 35 300 FH from the first flight:</p> <p>Before accumulation of 24 400 FC or 45 600 FH, from the first flight, whichever occurs first, perform an ultrasonic inspection of the LH and RH wing inner rear spar at the attachment holes quoted 102, 103, 104 in the SB A320-57-1101 revision 04.</p> <p>Contact Airbus in case of findings in accordance with the instructions given in SB A320-57-1101 Revision 04.</p> <p>Aircraft that have been inspected according to SB A320-57-1101 Revision 3 are compliant with this §1.2.</p> <p>1.3. For all aircraft :</p> <p>Repeat the inspection in accordance with SB A320-57-1101 Revision 04 at intervals not exceeding 5 500 FC, or 10 200 FH, whichever occurs first, since the last inspection.</p> <p>2. For aircraft MSN 364 and 385 :</p> <p>2.1. Before accumulation of 24 000 FC or 39 400 FH from the first flight, whichever occurs first, perform an ultrasonic inspection of the LH and RH wing inner rear spars, at the attachment holes of the MLG rib 5 fitting, anchorage fitting and forward pintle fitting, as defined in the SB A320-57-1126.</p> <p>Contact Airbus in case of findings in accordance with the instructions given in the SB A320-57-1126.</p> <p>2.2. Repeat the inspections in accordance with SB A320-57-1126 at intervals not exceeding 3 600 FC, or 5 600 FH, whichever occurs first, since the last inspection.</p>
<p>Ref. Publications:</p>	<p>AIRBUS Service Bulletin A320-57-1100 original issue.</p> <p>AIRBUS Service Bulletin A320-57-1101 revision 04.</p> <p>AIRBUS Service Bulletin A320-57-1126 original issue.</p> <p>or later EASA approved revisions.</p>
<p>Remarks :</p>	<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 07-046 for consultation on 15 March 2007 with a comment period until 12 April 2007. The Comment Response Document can be found at http://ad.easa.europa.eu/ . 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