



ÚŘAD PRO CIVILNÍ LETECTVÍ  
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## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**Číslo: 2007-0163**

Datum účinnosti: 25. června 2007

**AIRBUS SAS**

modely A318, A319, A320, A321

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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.

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*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.

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No : 2007-0163</b></p> <p><b>Date: 11 June 2007</b></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><b>Type Approval Holder's Name :</b> AIRBUS</p>	<p><b>Type/Model designation(s) :</b> A318, A319, A320 and A321 aircraft</p>	
<p>TCDS Number: EASA A.064</p>		
<p>Foreign AD: Not applicable.</p>		
<p>Supersedure: DGAC AD (CN) 2002-514 R1</p>		
<p><b>ATA 27</b></p>	<p><b>Flight Controls – Elevator Backlash – Inspection</b></p>	
<p>Manufacturer(s):</p>	<p>AIRBUS, (formerly AIRBUS INDUSTRIE)</p>	
<p>Applicability:</p>	<p>AIRBUS A318, A319, A320 and A321 aircraft, all certified models, all serial numbers.</p>	
<p>Reason:</p>	<p>Some operators have reported airframe vibration under specific flight conditions including gusts.</p> <p>Investigations have revealed that under such conditions, vibrations may occur when the hinge moment of the elevator is close to zero, associated to elevator free-play.</p> <p>DGAC issued AD 2002-514 to address and correct this problem, requiring the repetitive inspection/measuring of the elevator backlash and, if necessary, appropriate corrective actions.</p> <p>This AD retains the requirements of DGAC AD 2002-514 R1, which is superseded, extends the applicability to include the A318 aircraft and increases the inspection interval from 18 to 20 months.</p>	
<p>Effective Date:</p>	<p>25 June 2007</p>	

Compliance:	<p><b>1. For all aircraft :</b></p> <p><b>1.1.</b> Within 20 months from aircraft entry to service or within 20 months from last inspection as per AIRBUS A318/A319/A320/A321 AMM task 27-34-00-200-001, whichever occurs later, inspect/measure the elevator backlash and apply all necessary corrective actions in accordance with AIRBUS A318/A319/A320/A321 AMM task 27-34-00-200-001, issued on February 1997 or later revision.</p> <p><b>1.2.</b> Thereafter, at intervals not exceeding 20 months, repeat the inspection/measurement of the elevator backlash and apply all necessary corrective actions in accordance with AIRBUS A318/A319/A320/A321 AMM task 27-34-00-200-001.</p> <p><b>2. For all aircraft not having received modification 26094 in production :</b></p> <p>DGAC AD 2002-514 R1 required the setting of elevator surface to 0.5° up in accordance with the instructions given by AIRBUS Service Bulletin (SB) A320-27-1114 before 31 March 2003. For aircraft where this has not already been accomplished, before next flight after the effective date of this directive, modify the aircraft in accordance with SB A320-27-1114 Revision 05 or later approved revision.</p> <p><b>3. For all A320 aircraft having received modification 26094 in production with serial number (MSN) below 1130 inclusive :</b></p> <p>DGAC AD 2002-514 R1 required the verification of the position of the tail cone triangle in accordance with the instructions given by SB A320-27-1132 within 800 flight hours from the effective date of the AD (12 October 2002).</p> <p>For aircraft where this has not already been accomplished, before the accumulation of 800 flight hours since 12 October 2002 or before next flight, whichever occurs later after the effective date of this directive, verify the position of the tail cone triangle in accordance with the instructions given by SB A320-27-1132 Revision 01 or later approved revision.</p>
Ref. Publications:	AIRBUS AMM task 27.34.00.200.001 issued on February 1997; AIRBUS SB A320-27-1132 Revision 01; and SB A320-27-1114 Revision 05; or later approved revisions of these documents.
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 12 March 2007 as PAD 07-038 for consultation until 12 April 2007. No comments were received during the consultation period.</p> <p>3. Enquiries regarding this AD should be referred to the AD Focal Point - Certification Directorate, EASA; E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a> .</p> <p>4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Customer Services, Engineering and Technical Support, Telephone +33 (0) 5 62 11 04 48; Fax +33 (0) 5 61 93 36.</p>