

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2015-0170</p> <p>Date: 18 August 2015</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A318, A319, A320 and A321 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None
ATA 92	Electric and Electronic Common Installation – Cockpit Panel Bracket – Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 35869 has been embodied in production.
Reason:	<p>During an unscheduled maintenance operation on an A330 aeroplane, the 10VU rack was removed for access and cracks were discovered on 10VU rack side fittings on lugs 1, 3 and 4. As a similar design is installed on A320 family aeroplanes, a sampling review was done to determine the possible fleet impact. The result showed that several aeroplanes had cracked or broken 10VU rack side fittings.</p> <p>This condition, if not detected and corrected, could lead to a high vibration level on the primary flight- and navigation displays during critical flight phases (take-off and landing), possibly creating reading difficulties for the crew.</p> <p>Prompted by these findings, Airbus developed mod 35869 to reinforce the affected rack fitting lugs. For in-service aeroplanes, Airbus published Service Bulletin (SB) A320-92-1087 to provide inspection and repair instructions.</p> <p>For the reasons described above, this AD requires repetitive detailed inspections (DET) of the affected 10VU rack fitting lugs and, depending on findings, accomplishment of a repair.</p>
Effective Date:	01 September 2015

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time defined in Table 1 of this AD, and, thereafter, at intervals not to exceed 20 000 flight cycles (FC) or 40 000 flight hours (FH), whichever occurs first, accomplish a DET of the 10VU lugs in accordance with the instructions of Airbus SB A320-92-1087.</p> <p style="text-align: center;">Table 1 – Initial Inspection</p> <table border="1" data-bbox="568 416 1425 607"> <thead> <tr> <th colspan="2">Compliance Time (whichever occurs later, A or B)</th></tr> </thead> <tbody> <tr> <td>A</td><td>Before exceeding 30 000 FC or 60 000 FH, whichever occurs first since aeroplane first flight</td></tr> <tr> <td>B</td><td>Within 24 months after the effective date of this AD</td></tr> </tbody> </table> <p>(2) If, during any DET as required by paragraph (1) of this AD, any crack is found, within the applicable compliance time as defined in paragraph 1.E.(2) of Airbus SB A320-92-1087, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A320-92-1087.</p> <p>(3) Repair of the 10VU rack lugs on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive DET as required by paragraph (1) of this AD for that aeroplane.</p> <p>(4) Within 90 days after each DET as required by paragraph (1) of this AD, report the results (including no findings) to Airbus.</p>	Compliance Time (whichever occurs later, A or B)		A	Before exceeding 30 000 FC or 60 000 FH, whichever occurs first since aeroplane first flight	B	Within 24 months after the effective date of this AD
Compliance Time (whichever occurs later, A or B)							
A	Before exceeding 30 000 FC or 60 000 FH, whichever occurs first since aeroplane first flight						
B	Within 24 months after the effective date of this AD						
<p>Ref. Publications:</p>	<p>Airbus SB A320-92-1087 original issue dated 28 March 2011, or Revision 01 dated 17 May 2011, or Revision 02 dated 25 November 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>						
<p>Remarks:</p>	<ol style="list-style-type: none"> If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. This AD was posted on 06 July 2015 as PAD 15-090 for consultation until 03 August 2015. The Comment Response Document can be found at http://ad.easa.europa.eu/. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51; E-mail: account.airworth-eas@airbus.com. 						