



## Airworthiness Directive

**AD No.:** 2016-0139

**Issued:** 14 July 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

**Effective Date:** 28 July 2016

**TCDS Number(s):** EASA.A.064

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 53 – Fuselage – Crossbeam Splicing at Frames 16 and 20 – 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:

Aeroplanes on which Airbus modification (mod) 161255 has been embodied in production;

A319 aeroplanes on which mod 28238, and mod 28162, and mod 28342 have concurrently been embodied in production;

A318 aeroplanes on which mod 39195 has been embodied in production.

#### Reason:

Following addition of a new airworthiness limitation item (ALI) task 531110 in the Airworthiness Limitation Section (ALS) Part 2 in the revision dated April 2012, numerous findings have been reported of early cracks on the four holes of the crossbeam splicing at frame (FR)16 and FR20 on both left-hand (LH) and right-hand (RH) sides.



This condition, if not detected and corrected, could affect the structural integrity of the airframe.

To allow an earlier crack detection, Airbus decided to transfer the repetitive inspections from ALI task 531110 to Airbus Service Bulletin (SB) A320-53-1286, later revised, including new recommended inspection thresholds.

For the reasons described above, this AD requires repetitive special detailed inspections (SDI) of the two upper rows of fasteners of the crossbeam splicing at FR16 and FR20, on both LH and RH sides, and, depending on aeroplane configuration, provides an optional terminating action to the repetitive inspections required by this AD.

#### Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

- (1) Before exceeding the threshold, and, thereafter, within the intervals as defined in Table 1 or Table 2 of this AD, as applicable to aeroplane configuration (pre- or post-mod 20416 or pre- or post-mod 21999), accomplish special detailed inspections (SDI) of the two upper rows of fasteners of the crossbeam splicing at FR16 and FR20 on both LH and RH sides, in accordance with the instructions of Airbus SB A320-53-1286 Revision 01.

Table 1 – Inspection of aeroplanes having not embodied any of mod 20416 and mod 21999

Threshold (A or B or C, whichever occurs later)	A: Before exceeding 36 800 flight cycles (FC) or 73 600 flight hours (FH), whichever occurs first since aeroplane first flight
	B: Within 27 400 FC or 54 900 FH, whichever occurs first since the last inspection per ALI task 531110-01-1 accomplished before the effective date of this AD
	C: Before 17 August 2016 without exceeding 38 800 FC or 77 600 FH, whichever occurs first since aeroplane first flight
Interval (Not to exceed)	27 400 FC or 54 900 FH, whichever occurs first

Table 2 – Inspection of post-mod 20416 or post-mod 21999 aeroplanes

Threshold (A or B or C, whichever occurs later)	A: Before exceeding 34 700 FC or 69 400 FH, whichever occurs first since aeroplane first flight
	B: Within 12 900 FC or 25 800 FH, whichever occurs first since the last inspection per ALI task 531110-01-2 accomplished before the effective date of this AD
	C: Before 17 August 2016 without exceeding 38 900 FC or 77 900 FH, whichever occurs first since aeroplane first flight
Interval (Not to exceed)	12 900 FC or 25 800 FH, whichever occurs first



- (2) If, during any inspection as required by paragraph (1) of this AD, any crack is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A320-53-1286 Revision 1, or contact Airbus to obtain approved instructions for corrective action and accomplish those instructions accordingly.
- (3) For aeroplanes on which AIRBUS Repair Instruction R53112926 at issue A or B was applied on the Frame and/or crossbeam at Frame 16 LH or RH, or at Frame 20 LH or RH, within 24 months after the effective date of this AD, contact Airbus for approved repair instructions and accomplish those instructions accordingly.
- (4) For aeroplanes on which a repair with installation of EN6114 countersunk(s), approved by EASA or under Design Organization Approval (DOA) other than Airbus, was applied on the Frame and/or crossbeam at Frame 16 LH or RH, or at Frame 20 LH or RH, in the area covered by paragraph (1) of this AD, within 24 months after the effective date of this AD, contact EASA or that DOA for repair instructions, obtain approval from EASA for those instructions and accomplish those instructions accordingly.
- (5) Accomplishment of corrective action(s) on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections required by paragraph (1) for that aeroplane, unless specified otherwise in the instructions provided by Airbus.
- (6) Modification of a post-mod 20416 or post-mod 21999 aeroplane in accordance with the instructions of Airbus SB A320-53-1295 constitutes (optional) terminating action of the repetitive inspections required by paragraph (1) of this AD for that aeroplane.
- (7) For an aeroplane that has been inspected per ALI task 531110 and repaired before the effective date of this AD using instructions of an Airbus Repair Design Approval Sheet (RDAS), accomplish the next inspection for each repaired fastener hole in accordance with, and within the time period after repair, as specified in, the applicable RDAS. For all non-repaired fastener holes, see paragraph (1) or (8) of this AD, as applicable.
- (8) For a post-mod 20416 or post-mod 21999 aeroplane, modification in accordance with the instructions of Airbus SB A320-53-1295 of the fastener holes, where no damage or cracks was detected (i.e. those not repaired) during last inspection as required by paragraph (1) of this AD, constitutes terminating action of the repetitive inspections of those fastener holes as required by paragraph (1) of this AD for that aeroplane.
- (9) For an aeroplane that has been repaired, before the effective date of this AD, in the areas affected by this AD using the instructions of an Airbus RDAS unrelated to ALI task 531110, before exceeding the thresholds as specified in Table 1 or Table 2 of this AD, as applicable, contact Airbus for approved instructions and accomplish those instructions accordingly.
- (10) Accomplishment of corrective action(s) on an aeroplane, as required by paragraph (9) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) for that aeroplane, unless specified otherwise in the instructions provided by Airbus.



- (11) Accomplishment of inspections on an aeroplane, as required by paragraph (1) or (7) of this AD, supersedes the inspection requirements of ALI task 531110 for that aeroplane.
- (12) Accomplishment of modification of an aeroplane as specified in paragraph (6) or (8) of this AD, as applicable, cancels the inspection requirements of ALI task 531110, as applicable, for that aeroplane.

**Ref. Publications:**

Airbus SB A320-53-1286 original issue dated 29 June 2015, or Revision 1 dated 22 December 2015.

Airbus SB A320-53-1295 original Issue dated 29 June 2015.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 06 October 2015 as PAD 15-128 for consultation until 03 November 2015 and republished on 15 April 2016 as PAD 15-128R1 for additional consultation until 29 April 2016. The Comment Response Documents can be found at <http://ad.easa.europa.eu>.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. 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](mailto:account.airworth-eas@airbus.com).

