



## Airworthiness Directive

**AD No.:** 2016-0206

**[Correction: 14 October 2016]**

**Issued:** 13 October 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:** 27 October 2016

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

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes DGAC France AD 2000-531-155(B) dated 06 January 2001.

### ATA 53 – Fuselage – Pressure Panel Longitudinal Beams – Inspection / Repair / Modification

#### 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 (MSN), except those having Airbus modification (mod) 151574 embodied in production.

#### Reason:

During fatigue tests, cracks were found around the fasteners connecting the pressure panel with the flexible bracket at fuselage frame (FR) 36, adjacent to the longitudinal beams on left-hand (LH) and right-hand (RH) sides.

This condition, if not detected and corrected, could impair the structural integrity of the aeroplane.



To address this unsafe condition, DGAC France issued AD 2000-531-155(B) to require repetitive inspections of the longitudinal beams of the FR36 pressure panel and, depending on findings, the accomplishment of a repair.

Since that AD was issued, additional cracks have been found under the beams, but in locations not covered by the required inspections. Fatigue and damage tolerance analyses were performed, the results of which indicated that all the holes in the pressure panel above all the longitudinal beams have to be cold worked.

For the reasons described above, this AD retains the requirements of DGAC France AD 2000-531-155(B), which is superseded, extends the applicability to all A320 family aeroplanes and requires modification of all the affected holes.

This AD is republished to correct the number of the superseded DGAC AD.

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

Required as indicated, unless accomplished previously:

**Restatement of the requirements of DGAC France AD 2000-531-155(B):**

Note 1: The actions specified in paragraphs (1), (2) and (3) of this AD are applicable only to aeroplanes with MSN from 002 to 107 inclusive, except those on which Airbus mod 21202 was embodied in production, or on which Airbus Service Bulletin (SB) A320-53-1029 original issue or Revision 01 was embodied in service.

- (1) Initially, before exceeding 30 000 flight cycles (FC) since aeroplane first flight, and, thereafter, at intervals not to exceed 18 000 FC, accomplish a special detailed inspection (SDI) around the fasteners which connect the pressure panel with the flexible bracket and the longitudinal beam at FR36 in accordance with the instructions of Airbus SB A320-53-1030 Revision 01.
- (2) If, during any inspection as required by paragraph (1) of this AD, cracks are detected on an aeroplane, before next flight, repair that aeroplane in accordance with the instructions of Airbus SB A320-53-1030 Revision 01.
- (3) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A320-53-1030 at original issue, are acceptable to comply with the initial requirements of paragraph (1) and (2) of this AD. After the effective date of this AD, repetitive inspections and applicable corrective actions must be accomplished in accordance with the instructions of Airbus SB A320-53-1030 at Revision 01.

**New requirements of this AD:**

- (4) Within the thresholds indicated in Appendix 1 of this AD, as applicable, accomplish an SDI of the pressure panel above the LH and RH longitudinal beams in accordance with the instructions of Airbus SB A320-53-1264 at Revision 01.
- (5) Inspections on an aeroplane accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A320-53-1264 at original issue are acceptable to comply with the requirements of paragraph (4) of this AD for that aeroplane.



- (6) If, during the SDI as required by paragraph (4) of this AD, no damage is found, or cracks are found within the limits as defined in Airbus SB A320-53-1264, before next flight, modify the pressure panel above the LH and RH longitudinal beams in accordance with the instructions of Airbus SB A320-53-1240 at Revision 01 or SB A320-53-1263 at Revision 01, as applicable.
- (7) Modification of an aeroplane accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A320-53-1240 at original issue, or SB A320-53-1263 at original issue, as applicable, is acceptable to comply with the modification requirement of paragraph (6) of this AD for that aeroplane.
- (8) If, during the SDI as required by paragraph (4) of this AD, any crack is found outside the limits defined in Airbus SB A320-53-1264 at Revision 01, before next flight, contact Airbus for approved repair instructions and, within the compliance time as specified in those instructions, accomplish the repair accordingly. If no compliance time is defined in the repair instructions, accomplish the repair before next flight.
- (9) Modification of an aeroplane as required by paragraph (6) of this AD or, prior to the effective date of this AD, in accordance with the instructions of Airbus SB A320-53-1240 at original issue or SB A320-53-1263 at original issue, as applicable, or in accordance with Airbus approved instructions that identify the repair as technically equivalent to the accomplishment of Airbus SB A320-53-1240 or SB A320-53-1263, as applicable, constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.
- (10) Modification of an aeroplane as required by paragraph (8) of this AD constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane, unless specified otherwise in the repair instructions provided by Airbus.

**Ref. Publications:**

Airbus SB A320-53-1029 original issue dated 05 January 2000, or Revision 01 dated 29 April 2002.

Airbus SB A320-53-1030 original issue dated 05 January 2000, or Revision 01 dated 21 May 2002.

Airbus SB A320-53-1240 original issue dated 19 March 2015, or Revision 01 dated 04 April 2016.

Airbus SB A320-53-1263 original issue dated 19 March 2015, or Revision 01 dated 29 February 2016.

Airbus SB A320-53-1264 original issue dated 19 March 2015, or Revision 01 dated 04 July 2016.

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 28 April 2015 as PAD 15-051 for consultation until 26 May 2015, and republished on 28 July 2016 as PAD 15-051R1 for additional consultation until 25 August 2016. The Comment Response Document 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).

SUPERSEDED



## Appendix 1 - Pressure Panel Inspection / Modification Threshold

Affected aeroplanes	Time accumulated by the aeroplane on the effective date of this AD (FC or flight hours (FH), whichever occurs first since aeroplane first flight)	Compliance time (FC or FH, whichever occurs first)
All, except: • A318 Elite • A319 CJ • A320 post SB 57-1193 • A319 post SB 57-1193	Less than 12 000 FC or 24 000 FH	<b>A:</b> Before accumulating 12 000 FC or 24 000 FH since aeroplane first flight, or <b>B:</b> Within 5 000 FC or 10 000 FH after the effective date of this AD whichever occurs later, <b>A or B</b>
	12 000 FC or 24 000 FH or more, but less than 30 000 FC or 60 000 FH	Within 5 000 FC or 10 000 FH after the effective date of this AD, without exceeding 33 000 FC or 66 000 FH since aeroplane first flight
	30 000 FC or 60 000 FH or more, but less than 40 000 FC or 80 000 FH	Within 3 000 FC or 6 000 FH after the effective date of this AD, without exceeding 41 800 FC or 83 600 FH since aeroplane first flight
	40 000 FC or 80 000 FH or more, but less than 44 000 FC or 88 000 FH	Within 1 800 FC or 3 600 FH after the effective date of this AD, without exceeding 44 600 FC or 89 200 FH since aeroplane first flight
	44 000 FC or 88 000 FH or more	Within 600 FC or 1 200 FH after the effective date of this AD
A318 Elite	Less than 11 300 FC or 33 900 FH	<b>A:</b> Before accumulating 11 300 FC or 33 900 FH since aeroplane first flight, or <b>B:</b> Within 2 500 FC or 7 600 FH after the effective date of this AD whichever occurs later, <b>A or B</b>
	11 300 FC or 33 900 FH or more	Within 2 500 FC or 7 600 FH after the effective date of this AD
A319 CJ pre SB 57-1193	Less than 6 300 FC or 27 000 FH	<b>A:</b> Before accumulating 6 300 FC or 27 000 FH since aeroplane first flight, or <b>B:</b> Within 2 300 FC or 11 300 FH after the effective date of this AD whichever occurs later, <b>A or B</b>
	6 300 FC or 27 000 FH or more, but less than 14 300 FC or 68 300 FH	Within 2 300 FC or 11 300 FH after the effective date of this AD, without exceeding 15 700 FC or 75 100 FH since aeroplane first flight
	14 300 FC or 68 300 FH or more	Within 1 400 FC or 6 800 FH after the effective date of this AD
A320 post SB 57-1193  and  A319 post SB 57-1193	Less than 9 000 FC or 18 000 FH	<b>A:</b> before accumulating 9 800 FC or 19 600 FH since aeroplane first flight, or <b>B:</b> Within 3 300 FC or 6 600 FH after the effective date of this AD whichever occurs later, <b>A or B*</b>



Affected aeroplanes	Time accumulated by the aeroplane on the effective date of this AD (FC or flight hours (FH), whichever occurs first since aeroplane first flight)	Compliance time (FC or FH, whichever occurs first)
A320 post SB 57-1193  and  A319 post SB 57-1193  (cont'd)	9 000 FC or 18 000 FH or more, but less than 24 000 FC or 48 000 FH	Within 3 300 FC or 6 600 FH after the effective date of this AD, without exceeding 25 300 FC or 50 600 FH since aeroplane first flight*
	24 000 FC or 48 000 FH or more, but less than 30 000 FC or 60 000 FH	Within 1 300 FC or 2 600 FH after the effective date of this AD, without exceeding 30 700 FC or 61 400 FH since aeroplane first flight*
	30 000 FC or 60 000 FH or more, but less than 32 000 FC or 64 000 FH	Within 700 FC or 1 400 FH after the effective date of this AD, without exceeding 32 300 FC or 64 600 FH since aeroplane first flight*
	32 000 FC or 64 000 FH or more, but less than 33 000 FC or 66 000 FH	Within 300 FC or 600 FH after the effective date of this AD, without exceeding 33 000 FC or 66 000 FH since aeroplane first flight*
	33 000 FC or 66 000 FH or more	Contact Airbus for instructions within 30 days after the effective date of this AD
A319 used as CJ post SB 57-1193	Less than 4 200 FC or 18 000 FH	<b>A:</b> Before accumulating 4500 FC or 19 600 FH since aeroplane first flight, or <b>B:</b> Within 1 600 FC or 6 800 FH after the effective date of this AD whichever occurs later, <b>A</b> or <b>B</b> **
	4 200 FC or 18 000 FH or more, but less than 14 300 FC or 61 400 FH	Within 1 600 FC or 6 800 FH after the effective date of this AD, without exceeding 15 300 FC or 65 700 FH since aeroplane first flight**
	14 300 FC or 61 400 FH or more but less than 18 000 FC or 77 400 FH	Within 1 000 FC or 4 300 FH after the effective date of this AD**

Note 2: For A320 and A319 post SB 57-1193, refer to ALS Part 2 variation 3.6 or ALS Part 2 revision 4, or later further ALS Part 2 revision, for determination of the threshold when sharklet is installed.

\* Without exceeding the time at which inspection is required through the threshold or compliance time of A320 pre SB 57-1193 (pre mod 160080)

\*\* Without exceeding the time at which inspection is required through the threshold or compliance time of A319CJ pre SB 57-1193 (pre mod 160080)

