



Airworthiness Directive

AD No.: 2016-0105

Issued: 06 June 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):

A321 aeroplanes

Effective Date: 13 June 2016

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Cabin Floor Beam Junction - Inspection

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers.

Reason:

Following the results of a new full scale fatigue test campaign on the A321 airframe in the context of the A321 extended service goal, it was identified that cracks could develop in the cabin floor beam junctions at fuselage frame (FR) 35.1 and FR 35.2, on both left hand (LH) and right hand (RH) sides, also on aeroplanes operated in the context of design service goal.

This condition, if not detected and corrected, could reduce the structural integrity of the fuselage.

Prompted by these findings, Airbus developed an inspection programme, published in Service Bulletin (SB) A320-53-1317, SB A320-53-1318, SB A320-53-1319 and SB A320-53-1320, each containing instructions for a different location.

For the reasons described above, this AD requires repetitive detailed inspections (DET) of the affected cabin floor beam junctions and, depending on findings, accomplishment of a repair.



This AD is considered an interim action, pending development of a permanent solution.

Note: The grace period for the initial inspection has been modified from “within 2 500 Flight Cycles (FC) after the effective date of this AD” (as anticipated during the consultation period of this AD) to “within 2 100 FC after the effective date of this AD”.

Further public consultation for this modified grace period has been deemed not in the interest of aeroplane operators.

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

Required as indicated, unless accomplished previously:

- (1) Before exceeding 36 900 FC since aeroplane first flight, or within 2 100 FC after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 15 300 FC, accomplish a DET of the affected cabin floor beam junctions at the frames and locations as specified in Table 1 of this AD, and in accordance with the applicable Airbus SB, as defined in Table 1 of this AD.

Table 1 – Inspection Locations and Applicable SB

Location	SB
FR 35.1 RH side	A320-53-1317
FR 35.1 LH side	A320-53-1318
FR 35.2 RH side	A320-53-1319
FR 35.2 LH side	A320-53-1320

- (2) If, during any DET as required by paragraph (1) of this AD, any crack is found, before next flight, contact Airbus to obtain approved repair instructions and accomplish those instructions accordingly.
- (3) Repair of 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, unless specified otherwise in the instructions provided by Airbus.

Ref. Publications:

Airbus SB A320-53-1317 original issue dated 15 December 2015.

Airbus SB A320-53-1318 original issue dated 09 October 2015.

Airbus SB A320-53-1319 original issue dated 09 October 2015.

Airbus SB A320-53-1320 original issue dated 09 October 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 05 April 2016 as PAD 16-048 for consultation until 19 April 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.
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.

Revised

