



## Airworthiness Directive

**AD No.:** 2016-0146

**Issued:** 20 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):

A321 aeroplanes

**Effective Date:** 03 August 2016

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 53 – Fuselage – Frame 35 / Slidebox 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 on the fastener holes of frame (FR) 35.1, FR 35.2, and FR 35.3 between stringers (STR) 29 and STR 32 and at the FR 35.2 to Slidebox junction (Triform fitting), both left hand (LH) and right hand (RH) sides.

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) A320-53-1308, SB A320-53-1309, SB A320-53-1310, SB A320-53-1311, SB A320-53-1312 and SB A320-53-1313, each containing instructions for a different location. For the reasons described above, this AD requires repetitive special detailed (rototest) inspections (SDI) of the affected frame locations and, depending on findings, accomplishment of a repair.

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



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

Required as indicated, unless accomplished previously:

- (1) Within the compliance specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 5 300 Flight Cycles (FC), accomplish a SDI of FR 35 at the locations as specified in Table 2 of this AD and in accordance with the instructions of the applicable Airbus SB as defined in Table 2 of this AD.

Table 1 – Inspection Threshold

<b>Aeroplane accumulated FC at the effective date of the AD</b>	<b>Compliance Time</b>
up to 18300 FC	Before exceeding 18 300 FC since aeroplane first flight or within 5 300 FC from the effective date of this AD, whichever occurs later
more than 18300 FC	Before exceeding 23 600 FC since aeroplane first flight or within 2 100 FC from the effective date of this AD, whichever occurs later

Table 2 – Inspection Locations and Applicable SB

<b>Location</b>	<b>SB</b>
FR 35.1 LH side	A320-53-1308
FR 35.1 RH side	A320-53-1309
FR 35.2 LH side	A320-53-1310
FR 35.2 RH side	A320-53-1311
FR 35.3 LH side	A320-53-1312
FR 35.3 RH side	A320-53-1313

- (2) If, during any SDI 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 SDI as required by paragraph (1) of this AD for that aeroplane, unless specified otherwise in the instructions provided by Airbus.

**Ref. Publications:**

Airbus SB A320-53-1308 original issue, dated 04 November 2015.

Airbus SB A320-53-1309 original issue, dated 04 November 2015.

Airbus SB A320-53-1310 original issue, dated 04 November 2015.

Airbus SB A320-53-1311 original issue, dated 04 November 2015.



Airbus SB A320-53-1312 original issue, dated 04 November 2015.

Airbus SB A320-53-1313 original issue, dated 04 November 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 01 June 2016 as PAD 16-083 for consultation until 15 June 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).

REVISED

