

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2002-260(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS

A320 aircraft

Fuselage - Inspection or frame 46/stringer 37 intersection (ATA 53)

APPLICABILITY:

A320 AIRBUS aircraft models -111, -211, -212 and -231 all manufacturing serial numbers except aircraft on which AIRBUS modification 21202 has been embodied in production (or AIRBUS INDUSTRIE Service Bulletin (SB) A320-53-1033 in service).

REASONS:

The purpose of Airworthiness Directive (AD) 97-314-108(B) was to mandate ultrasonic inspection of the keel beam bottom panel at the pressure bulkhead frame 46/stringer 37 intersection.

The threshold and the interval figures were defined on the basis of full-scale fatigue tests.

Since then, a survey, carried out on the A320 family fleet, has highlighted some differences between the mission parameters of in service aircraft and those initially considered. The differences are mainly on the weight of fuel at landing and on the mean flight duration, which are higher than those defined for the analysis of the fatigue related tasks.

This has led to an adjustment of the A320 family reference fatigue mission. Consequently, revised threshold and intervals for the accomplishment of this inspection, expressed in flight cycles (FC) and in flight hours (FH), have been introduced.

COMPLIANCE:

The following measures are rendered mandatory on the effective date of this AD:

1. Unless already accomplished, at the latest of the following thresholds:

- before accumulation of 24,200 flights or 48,400 flight hours whichever comes first
- or
- within 3,500 flights from the effective date of this AD but without exceeding the accumulation of 30,000 flights since first flight,

perform an ultrasonic inspection of the bottom panel of the keel beam at the pressure bulkhead frame 46/stringer 37 intersection and apply all necessary corrective action in accordance with SB A320-53-1034 Revision 2.

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2. Repeat this inspection and apply all necessary corrective action in accordance with the intervals and with the instructions given in SB A320-53-1034 Revision 2.

Note: Repetitive inspection interval values depend upon the preceding inspections performed and are given in SB A320-53-1034 Revision 2.

No additional inspection is required:

- on areas where application of the repair has been performed in accordance with the instructions given in SB A320-53-1034 at original issue,
- after total application of SB A320-53-1033 (cold expansion of affected holes).

REF.: AIRBUS INDUSTRIE Service Bulletin A320-53-1033 at original issue
AIRBUS INDUSTRIE Service Bulletin A320-53-1034 at original issue
AIRBUS INDUSTRIE Service Bulletin A320-53-1034 Revision 2
(Any later approved revision of these SB's is acceptable).

This AD replaces AD 97-314-108(B) which is cancelled.

EFFECTIVE DATE : MAY 25, 2002