

	AIRWORTHINESS DIRECTIVE No F-2004-166	Distribution: B	Issue date: October 13, 2004	Page : 1/2
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2001-633 cancelled by its Revision 1		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A321 aircraft		
Type certificate(s) No. 180 TCDS No 180				
ATA chapter: 57	Subject: Wing - Inspection of the rear spar			

1. EFFECTIVITY:

AIRBUS A321 aircraft, models -111, -112 and -131, all serial numbers (MSN), except:

- aircraft that have received AIRBUS modification 24977 in production or AIRBUS Service Bulletin (SB) A320-57-1100 in service,
- MSN 364 and 385.

2. REASONS:

Airworthiness Directive (AD) 2001-633 required an inspection of the attachment holes in the inner rear spar to detect fatigue cracks that could affect the structural integrity of the aircraft.

Further analysis showed that 3 additional holes need to be inspected.

This AD recalls AD 2001-633 and mandates those additional inspections.

Note: A similar inspection program for A320 aircraft is mandated by the AD 2001-249.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

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

3.1. For aircraft that have never been inspected according to SB A320-57-1101 Revision 02:

Before accumulation of 20,000 flight cycles or 37,300 flight hours from the first flight, whichever occurs first, perform an ultrasonic inspection of the attachment holes of the MLG pintle fittings in the Inner rear spar and apply the corrective actions if necessary in accordance with the instructions given in SB A320-57-1101 Revision 03.



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- 3.2.** For aircraft that have been inspected according to SB A320-57-1101 Revision 02, after 18,900 flight cycles or 35,300 flight hours:

Before accumulation of 24,400 flight cycles or 45,600 flight hours from the first flight, whichever occurs first, perform an ultrasonic inspection of the attachment holes of the MLG pintle fittings in the Inner rear spar and apply the corrective actions if necessary in accordance with the instructions given in SB A320-57-1101 Revision 03.

- 3.3.** For aircraft that have been inspected according to SB A320-57-1101 Revision 02, before 18,900 flight cycles and before 35,300 flight hours and for aircraft that have been inspected according paragraphs 3.1. or 3.2. of this AD:

Repeat the inspection in accordance with SB A320-57-1101 Revision 03 at intervals not exceeding 5,500 flight cycles, or 10,200 flight hours, whichever occurs first.

4. REFERENCE PUBLICATIONS:

AIRBUS Service Bulletin A320-57-1100
AIRBUS Service Bulletin A320-57-1101 Revision 03
(Any further approved revision of these documents is acceptable).

5. EFFECTIVE DATE:

October 23, 2004.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:
AIRBUS SAS - EAS - Fax 33 5 61 93 44 51.

7. APPROVAL:

This AD is approved under EASA reference No 2004-10121 dated October 05, 2004.

SUPERSEDED