

	AIRWORTHINESS DIRECTIVE No F-2006-011 R1	Distribution: B	Issue date: January 18, 2006	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: F-2006-011 original issue		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A318, A319, A320 and A321 aircraft		
Type certificate(s) No. EASA.A.064 TCDS No EASA.A.064				
ATA chapter: 54	Subject: Engine pylon spar box ribs			

1. EFFECTIVITY:

All A318, A319, A320, A321 all certified models with MSN : 0791, 1464, 1660, 1969, 1979, 2026, 2028, 2030, 2032, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2050 to 2053, 2055, 2057, 2059, 2060, 2062, 2064, 2066, 2067, 2069, 2071, 2072, 2074, 2078 to 2269, 2271 to 2506, 2508 to 2565, 2567 to 2580, 2582 to 2591, 2593 to 2597, 2600, 2601, 2605, 2607, 2610 and 2615 inclusive.

MSN 0791 and 1464 had their right hand (RH) pylon replaced in-service by a new pylon potentially affected. Therefore, the requirements of this Airworthiness Directive (AD) apply to these two aircraft on the RH engine pylon only.

It is the responsibility of operator to inform AIRBUS of any aircraft that has had a pylon replacement in order to determine if the requirements of this AD are applicable to the concerned aircraft.

2. REASONS:

It was recently discovered that some ribs: 7, 8 and 9 made with stainless steel material might not have been heat-treated in production prior to their installation in the pylon spar box.

The omission of the heat treatment operation results in a significant reduction of the material allowable stress.

As a consequence, non heat-treated ribs may not be able to meet all of the certification requirements, especially for vertical gust.

The purpose of this AD is to identify and to repair the affected ribs.

This Revision 1 aims at clarifying paragraph 3.1.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

3.1. For all aircraft, operational procedure:

From the effective date of this AD, the following operational procedure is rendered mandatory for all flights:



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In case of flight in severe turbulence, strictly adhere to reduced speeds as defined in Aircraft Flight Manual 4.03.00 P 03.

Check of the insertion the data of of this AD in the Aircraft Flight Manual or Aircraft Operations Manual and application of this procedure by flight crew complies with the requirement of paragraph 3.1. of this AD.

3.2. For aircraft equipped with CFM engines:

3.2.1 Within 6 months from AD effective date, inspect ribs 7, 8 and 9 of the left and right pylon spar box and apply all necessary corrective actions in accordance with instructions given in AIRBUS AOT (All Operators Telex) A320-54A1015.

3.2.2. Report the results of the inspection to AIRBUS in accordance with the instructions given in AIRBUS AOT A320-54A1015.

3.3. For aircraft equipped with IAE engines:

3.3.1. Within 9 months from AD effective date, inspect ribs 7, 8 and 9 of the left and right pylon spar box and apply all necessary corrective actions in accordance with instructions given in AIRBUS AOT (All Operators Telex) A320-54A1015.

3.3.2. Report the results of the inspection to AIRBUS in accordance with the instructions given in AIRBUS AOT A320-54A1015.

4. REFERENCE PUBLICATIONS:

AIRBUS All Operators Telex A320-54A1015 dated November 14, 2005
Any later approved revision of this document is acceptable.

5. EFFECTIVE DATE:

Original issue and Revision 1: January 14, 2006.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:

AIRBUS EAS - Office of Airworthiness - EAS - Fax 33 5 61 93 44 51.

7. APPROVAL:

This AD Revision is approved under EASA reference No 2006-0008 dated January 11, 2006.