

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2011-0134</p> <p>Date: 15 July 2011</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A319 and A320 aeroplanes</p>
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	This AD supersedes DGAC France AD 2003-146(B) dated 16 April 2003.
ATA 53	Fuselage – Keel Beam Side Panels – Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	AIRBUS A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-231, A320-232 and A320-233 aeroplanes, all manufacturer serial numbers, except those having embodied Airbus modification 30355 in production.
Reason:	<p>During certification structural fatigue tests, several cases of structural damage (cracks) have been found on keel beam side panels. Cracks were observed on both sides of the keel beam around the rivets below the center wing box between frame (FR) 40 and FR 42, and in part of the area of the upper elliptical cut out forward of FR 41.</p> <p>This type of damage, if not detected and repaired, would adversely affect the structural integrity of the aeroplane.</p> <p>To address this unsafe condition, DGAC France issued AD 2003-146 to require repetitive detailed inspections of those two areas and corrective actions, depending on findings.</p> <p>Prompted by reported access difficulties and to allow extension of the interval between two consecutive inspections, Airbus validated an Eddy current Non-Destructive Test (NDT) inspection to replace the detailed inspection.</p> <p>For the reasons described above, this AD, which supersedes DGAC France AD 2003-146, requires repetitive Eddy-current NDT inspections for cracks in the affected areas of the keel beam side panel below the center wing box and corrective actions, depending on findings.</p>
Effective Date:	29 July 2011

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless already accomplished:</p> <p>(1) Initial Special Detailed Inspection : Perform an Eddy-current NDT inspection for cracks in accordance with the instructions of Airbus Service Bulletin (SB) A320-53-1060 Revision 02 at the following locations:</p> <ul style="list-style-type: none"> - Area A: part of the area of the upper elliptical cut-out stringer (STGR) 42 on the left-hand (LH) and right-hand (RH) side forward of FR 41, and - Area B: the area around the rivets on both sides of the keel beam side panel below the center wing box at STGR 42 on the LH and RH side between FR 40 and FR 42. <p>(1.1) For aeroplanes that have been inspected in accordance with Airworthiness Limitations Item (ALI) task 533142-01-1, as was defined in the Airbus A319/A320/A321 ALI document up to revision 05 inclusive, or in accordance with Airbus A319/A320/A321 Maintenance Review Board (MRB) Report up to revision 08 inclusive, or in accordance with the instructions of Airbus SB A320-53-1060 at original issue or Revision 01, accomplish the inspection required by paragraph (1) of this AD within 4 300 flight cycles (FC) or 9 600 flight hours (FH) after the last visual inspection, whichever occurs first.</p> <p>(1.2) For all other aeroplanes, accomplish the inspection required by paragraph (1) of this AD within the time specified in paragraph (1.2.1) or (1.2.2) of this AD, whichever occurs later.</p> <p>(1.2.1) Before the accumulation of 24 200 FC or 48 400 FH, whichever occurs first since the aeroplane first flight.</p> <p>(1.2.2) Within 3 500 FC after 26 April 2003 [the effective date of DGAC France AD 2003-146].</p> <p>(2) Repetitive Special Detailed Inspections :</p> <p>Thereafter, at intervals not exceeding 12 000 FC or 26 700 FH, whichever occurs first, repeat the inspection defined in paragraph (1) of this AD in accordance with the instructions of Airbus SB A320-53-1060 Revision 02.</p> <p>(3) Corrective actions :</p> <p>(3.1) If, during any inspection as required by this AD, cracks are detected in Area A, depending on crack length, accomplish a repair in accordance with the instructions and within the applicable compliance time, as defined in Paragraph 1.E.(2) of Airbus SB A320-53-1060 Revision 02.</p> <p>(3.2) If, during any inspection as required by this AD, cracks are detected in Area B, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.</p> <p>(4) Accomplishment of corrective actions as required by paragraph (3) of this AD constitutes terminating action for the repetitive inspections required by paragraph (2) of this AD, unless the approved repair instructions provided by Airbus, as required by paragraph (3.2) of this AD, specify otherwise.</p>
<p>Ref. Publications:</p>	<p>Airbus SB A320-53-1060 Revision 02 dated 30 November 2010.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>2. This AD was posted on 05 May 2011 as PAD 11-049 for consultation until 02 June 2011. The Comment Response Document can be found at http://ad.easa.europa.eu/.</p>

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| | <ol style="list-style-type: none">3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. 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 – EAS Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com. |
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