


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0277R1</p> <p>Date: 04 December 2013</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 EU 748/2012, Part 21.A.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 : AIRBUS</p>	<p>Type/Model designation(s) : A318, A319, A320 and A321 aeroplanes</p>	
TCDS Number :	EASA.A.064	
Foreign AD :	Not applicable	
Revision :	This AD revises EASA AD 2013-0277 dated 26 November 2013, which superseded EASA AD 2011-0034 dated 02 March 2011.	
ATA 57	Wings – Outer Wing Refuelling Aperture Electrical Bonding – Inspection / Modification	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers (MSN).	
Reason:	<p>Cases of corrosion findings were reported on the overwing refuelling aperture (used to fill the fuel tank by gravity) on the wing top skin. The reported corrosion was on the mating surface of the aperture flange, underneath the refuel adaptor. Corrosion findings have been repaired on a case by case basis in accordance with approved data.</p> <p>For certain aeroplanes, the repair provided by Airbus contained instructions to apply primer coating on the mating surface. Since doing those repairs, it has been found that this primer coating may prevent proper electrical bonding provision between the overwing refuelling cap adaptor and the wing skin.</p> <p>This condition, if not detected and corrected, could, in combination with a lightning strike in this area, create a source of ignition in a fuel tank, possibly resulting in a fire or explosion and consequent loss of the aeroplane.</p> <p>To address this potential unsafe condition, EASA issued AD 2011-0034 to require a one-time electrical bonding check between the gravity fill re-fuel adaptor and the top skin panels on the affected aeroplanes (identified by MSN in the applicability section of that AD) and, in case of findings, the</p>	

	<p>accomplishment of applicable corrective actions.</p> <p>Since that AD was issued, EASA has been made aware that some operators may inadvertently have applied an Airbus repair, approved for only one aeroplane MSN, to other aeroplanes, without requesting a revision of the repair to add aeroplanes, or to notify Airbus of such action(s). Consequently, the condition addressed by EASA AD 2011-0034 could affect more aeroplanes than initially determined.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2011-0034, which is superseded, and expands the Applicability to all A320 family aeroplane Models, all MSN.</p> <p>This AD has been revised to amend and clarify paragraph (3), and to correct an error in the Type/Model designations on page 1, where the A318 was inadvertently omitted.</p>	
Effective Date:	Revision 1 (same as original issue): 10 December 2013	
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless previously accomplished:</p> <p>(1) For aeroplanes identified by MSN in Table 1 of this AD, within 24 months after 16 March 2011 [the effective date of EASA AD 2011-0034], accomplish an electrical bonding check between the gravity fill re-fuel adaptor and the top skin panels on both wings and, in case of discrepancies, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus Service Bulletin (SB) A320-57-1152.</p> <p style="text-align: center;">Table 1</p> <table border="1" data-bbox="549 1039 1406 1285"> <tr> <td>0039, 0078, 0109, 0118, 0120, 0153, 0174, 0187, 0203, 0215, 0218, 0226, 0227, 0228, 0236, 0237, 0269, 0270, 0278, 0285, 0286, 0287, 0288, 0294, 0301, 0337, 0377, 0462, 0463, 0464, 0465, 0520, 0523, 0528, 0876, 0888, 0921, 0935, 0974, 1014, 1102, 1130, 1160, 1162, 1177, 1215, 1250, 1287, 1336, 1388, 1404, 1444, 1449, 1476, 1505, 1524, 1564, 1605, 1616, 1622, 1640, 1645, 1658, 1677, 1691, 1729 and 1905</td> </tr> </table> <p>(2) For any other aeroplane to which this AD applies, having an MSN not listed in Table 1 of this AD, within 24 months after the effective date of this AD, determine whether a corrosion repair has been accomplished on an overwing refuelling aperture of the aeroplane, whereby a primer coating was applied on the mating surface of the aperture flange.</p> <p>A maintenance records check is acceptable to make this determination, provided those records can be relied upon for that purpose.</p> <p>(3) If it is determined, as required by paragraph (2) of this AD, that a primer coating was applied on the mating surface of the overwing refuelling aperture flange, or if the determination, as required by paragraph (2) of this AD, cannot be made or the outcome is inconclusive, within 24 months after the effective date of this AD, accomplish an electrical bonding check between the gravity fill re-fuel adaptor and the top skin panels on both wings and, in case of discrepancies, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A320-57-1152.</p> <p>(4) Aeroplanes on which neither a corrosion repair has been accomplished on an overwing refuelling aperture, nor a primer coating was applied on the mating surface of the aperture flange since first entry into service, are compliant with the requirements of paragraphs (1), (2) and (3) of this AD.</p> <p>A maintenance records check is acceptable to make this determination,</p>	0039, 0078, 0109, 0118, 0120, 0153, 0174, 0187, 0203, 0215, 0218, 0226, 0227, 0228, 0236, 0237, 0269, 0270, 0278, 0285, 0286, 0287, 0288, 0294, 0301, 0337, 0377, 0462, 0463, 0464, 0465, 0520, 0523, 0528, 0876, 0888, 0921, 0935, 0974, 1014, 1102, 1130, 1160, 1162, 1177, 1215, 1250, 1287, 1336, 1388, 1404, 1444, 1449, 1476, 1505, 1524, 1564, 1605, 1616, 1622, 1640, 1645, 1658, 1677, 1691, 1729 and 1905
0039, 0078, 0109, 0118, 0120, 0153, 0174, 0187, 0203, 0215, 0218, 0226, 0227, 0228, 0236, 0237, 0269, 0270, 0278, 0285, 0286, 0287, 0288, 0294, 0301, 0337, 0377, 0462, 0463, 0464, 0465, 0520, 0523, 0528, 0876, 0888, 0921, 0935, 0974, 1014, 1102, 1130, 1160, 1162, 1177, 1215, 1250, 1287, 1336, 1388, 1404, 1444, 1449, 1476, 1505, 1524, 1564, 1605, 1616, 1622, 1640, 1645, 1658, 1677, 1691, 1729 and 1905		

	<p>provided those records can be relied upon for that purpose.</p> <p>(5) Aeroplanes that have been delivered from production with Airbus MOD 38209 (Removal of the Outer Wing Refuelling Aperture) without Airbus MOD 38206 (re-introduction of the Outer Wing Refuelling Aperture) are not affected by the requirements of paragraph (1), (2) and (3) this AD.</p> <p>(6) From the effective date of this AD, any corrosion repair on an overwing refuelling aperture of the aeroplane must be compliant with the requirements of this AD.</p> <p>Note: Accomplishment of a repair, in accordance with the instructions of the AIRBUS Repair instruction R572-58539 at issue B (or any later issue), or in accordance with the instructions of the Structural Repair Manual (SRM), Repair No. 57-21-11, PB201, dated February 2012 or later, is acceptable for compliance with this AD.</p>
Ref. Publications:	<p>Airbus SB A320-57-1152 original issue dated 14 June 2010.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 14 June 2013 as PAD 13-078 for consultation until 12 July 2013. The Comment Response Document can be found at http://ad.easa.europa.eu. 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 – EIAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.