

<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>
	<b>AD No.: 2014-0270-E</b>  <b>Date: 11 December 2014</b>  Note: This Emergency 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.
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].	
<b>Design Approval Holder's Name:</b> AIRBUS	<b>Type/Model designation(s):</b> A319 and A320 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Note applicable
Supersedure:	None
<b>ATA 57</b>	<b>Wings – Wing Bottom Skin at Main Landing Gear Rib 5 – Inspection</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A319-115, A319-133, A320-214, A320-216, A320-232 and A320-233 aeroplanes, manufacturer serial numbers (MSN) 5817, 5826, 5837, 5848, 5855, 5864, 5875, 5886, 5896 and 5910, and MSN 5918 and up.
Reason:	<p>During production of wings, a number of taperlok fasteners were found failed after installation. The fasteners in question are located at the bottom skin of the Main Landing Gear (MLG) reinforcing plate, wing skin and Gear Support Rib 5 lower flange.</p> <p>This condition, if not detected and corrected could reduce the design margin of the structure.</p> <p>Based on the results of the preliminary investigation, this affects only certain A319 and A320 aeroplane Models delivered since January 2014.</p> <p>A321 aeroplanes are not affected, as the wing assembly is done using parallel fasteners. A318 aeroplanes are not affected, since none have been delivered since January 2014.</p> <p>For the reason described above, this AD requires repetitive inspections of the bottom skin taperlok fasteners at the MLG Rib 5 footprint location and, depending on findings, accomplishment of applicable corrective action(s).</p> <p>This AD is considered to be an interim action and further AD action may follow.</p>
Effective Date:	15 December 2014

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 8 calendar days after the effective date of this AD, or after the aeroplane date of manufacture, whichever occurs later, and, thereafter, at intervals not to exceed 8 calendar days, accomplish the actions specified in paragraphs (1.1) and (1.2) of this AD in accordance with the instructions of Airbus Alert Operators Transmission (AOT) A57N006-14. <ol style="list-style-type: none"> <li>(1.1) Accomplish a Detailed Visual Inspection (DVI) of the external surface of the Left Hand (LH) and Right Hand (RH) lower skin surface to detect missing or migrating fasteners.</li> <li>(1.2) Accomplish a DVI of the inboard MLG support rib lower flange to detect broken nuts or/and fastener tails.</li> </ol> </li> <li>(2) Within 4 months after the effective date of this AD, or after the aeroplane date of manufacture, whichever occurs later, and, thereafter, at intervals not to exceed 4 months, accomplish a DVI of the outboard MLG support rib lower flange fasteners and nuts in accordance with the instructions of Airbus AOT A57N006-14.</li> <li>(3) If, during any DVI as required by paragraph (1) or (2) of this AD, as applicable, any discrepancy (missing, migrated or damaged fastener; or missing nut) is detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus AOT A57N006-14.</li> <li>(4) Replacement of fasteners or nuts on an aeroplane, as required by paragraph (3) of this AD, does not constitute terminating action for the repetitive inspections as required by this AD for that aeroplane.</li> </ol>
<p>Ref. Publications:</p>	<p>AOT A57N006-14 original issue dated 04 December 2014.</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>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</li> </ol>