


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2007-0276R1</p> <p>Date: 18 March 2010</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>A318, A319, A320 and A321 aeroplanes</p>
TCDS Number :	EASA A.064
Foreign AD :	Not applicable
Revision :	This AD revises and replaces EASA AD 2007-0276 dated 26 October 2007.
ATA 25	Equipment / Furnishing – 80VU Rack Attachments – Inspection / Repair / Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>Airbus A318-111, A318-112, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-215, 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, except those on which Airbus modification 34804 has been embodied in production, or which have been modified in-service in accordance with Airbus SB A320-25-1557 and Airbus SB A320-53-1215.</p>
Reason:	<p>Damage to the lower lateral fittings of the 80VU rack, typically elongated holes, migrated bushes, and/or missing bolts have been reported in-service. In addition damage to the lower central support fitting (including cracking) has been reported.</p> <p>In the worst case scenario a complete failure of the 80VU fittings in combination with a high load factor or strong vibration could lead to failure of the rack structure and/or computers or rupture/disconnection of the cable harnesses to one or more computers located in the 80VU. This rack contains computers for Flight Controls, Communication and Radio-navigation. These functions are duplicated across other racks but during critical phases of flight the multiple system failures / re-configuration may constitute an unsafe condition.</p> <p>For the reasons described above, EASA AD 2007-0276 was issued to require repetitive inspection of the lower lateral 80VU fittings for damage and the inspection of the lower central 80VU support for damage and cracking, and the</p>

	<p>accomplishment of associated corrective actions, depending on findings.</p> <p>Since AD 2007-0276 was issued, Airbus introduced a new reinforced lower central support for the 80VU.</p> <p>This AD has been revised to introduce the new reinforced lower central support as an optional terminating action to the repetitive inspections.</p>								
Effective Date:	<p>Revision 1: 18 March 2010</p> <p>Original issue: 09 November 2007</p>								
Required Action(s) and Compliance Time(s):	<p>Required as indicated:</p> <p>(1) Repetitive inspection of the 80VU rack lower lateral fittings:</p> <p>Aeroplanes fitted with the 80VU rack lower lateral fittings modified in accordance with the instructions of Airbus SB A320-25-1557 are not affected by the inspections required by § (1) of this AD.</p> <p>(1.1) Unless accomplished previously, prior to the accumulation of 24 000 Flight Cycles (FC) from the first flight or within 500 FC, whichever occurs later after 09 November 2007 [the effective date of the original issue of this AD], perform a special detailed inspection of the 80VU rack lower lateral fittings using a boroscope, in accordance with the instructions of Airbus SB A320-25A1555.</p> <p>(1.2) Thereafter, at intervals not exceeding 4 500 FC, repeat the inspection in accordance with the instructions of Airbus SB A320-25A1555.</p> <p>In case the 80VU rack lower lateral fittings have been replaced as per Airbus SB A320-25A1555, within 24 000 FC after replacement of the fittings, perform the next inspection.</p> <p>(1.3) In case of findings during any of the inspections as required by § (1.1) or § (1.2) of this AD, apply corrective actions (inspection and/or repair, as necessary) in accordance with the instructions and timeframe given in Airbus SB A320-25A1555.</p> <p>(1.4) Accomplishment of corrective actions as required by § (1.3) of this AD does not constitute terminating action for the repetitive inspection requirements of § (1.2) of this AD.</p> <p>(2) Repetitive inspection of the 80VU rack lower central support:</p> <p>(2.1) Unless accomplished previously, prior to the accumulation of 24 000 FC after the first flight or within 500 FC, whichever occurs later after 09 November 2007 [the effective date of the original issue of this AD], perform a special detailed inspection of the 80VU rack lower central support using a boroscope, in accordance with the instructions of Airbus SB A320-25A1555.</p> <p>(2.2) Thereafter, repeat this inspection in accordance with the instructions of Airbus SB A320-25A1555 at intervals as specified in Table 1 of this AD:</p> <table border="1" data-bbox="501 1697 1436 2072"> <tr> <th colspan="2">Table 1</th></tr> <tr> <th>Affected aeroplanes</th><th>Inspection Interval</th></tr> <tr> <td>Aeroplanes fitted with a lower central support that has accumulated 30 000 FC or more</td><td>Not exceeding 500 FC</td></tr> <tr> <td>Aeroplanes fitted with a lower central support that has accumulated less than 30 000 FC</td><td>Initial repeat inspection prior to accumulating 30 750 FC, thereafter at intervals not exceeding 4 500 FC</td></tr> </table>	Table 1		Affected aeroplanes	Inspection Interval	Aeroplanes fitted with a lower central support that has accumulated 30 000 FC or more	Not exceeding 500 FC	Aeroplanes fitted with a lower central support that has accumulated less than 30 000 FC	Initial repeat inspection prior to accumulating 30 750 FC, thereafter at intervals not exceeding 4 500 FC
Table 1									
Affected aeroplanes	Inspection Interval								
Aeroplanes fitted with a lower central support that has accumulated 30 000 FC or more	Not exceeding 500 FC								
Aeroplanes fitted with a lower central support that has accumulated less than 30 000 FC	Initial repeat inspection prior to accumulating 30 750 FC, thereafter at intervals not exceeding 4 500 FC								

	<p>In case the 80VU rack lower central support has been repaired or replaced as per Airbus SB A320-25A1555 or Airbus SB A320-25-1557, perform the next due inspection within 24 000 FC from repair or replacement of the central support.</p> <p>(2.3) In case of findings during any inspection as required by § (2.1) or § (2.2) of this AD, apply corrective actions (replacement and/or repair, as necessary) in accordance with the following instructions and timeframe:</p> <p>(2.3.1) If a crack with a length more than 40 mm is found on the front or on the rear sheet (see Figure 3 Sheet 2 of Airbus SB A320-25A1555), or if a crack is found on the upper sheet (see Figure 3 Sheet 3 of Airbus SB A320-25A1555), before further flight, repair or replace 80VU rack the lower central support in accordance with the instructions of Airbus SB A320-25A1555 or SB A320-25-1557, as applicable.</p> <p>(2.3.2) If a crack with a length less than 40 mm is found on the front or on the rear sheet (see Figure 3 Sheet 2 of Airbus SB A320-25A1555), within 4 500 FC or 20 months, whichever occurs first after the finding, repair or replace the 80VU rack lower central support in accordance with the instructions of Airbus SB A320-25A1555 or Airbus SB A320-25-1557, as applicable.</p> <p>Until the repair or replacement of the lower central support, repeat this inspection at intervals not exceeding 500 FC.</p> <p>(2.4) Repair or replacement of the 80VU rack lower central support as required by § (2.3) of this AD does not constitute terminating action for the repetitive inspection requirements of § (2.2) of this AD.</p> <p>(3) Modification of an aeroplane in accordance with the instructions of Airbus SB A320-53-1215 and SB A320-25-1557 terminates the repetitive inspection requirements of this AD for that aeroplane.</p>
Ref. Publications:	<p>Airbus Service Bulletin A320-25A1555 original issue.</p> <p>Airbus Service Bulletin A320-25-1557 original issue.</p> <p>Airbus Service Bulletin A320-53-1215 original issue.</p> <p>The use of later approved revisions of these documents 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 accept Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 21 September 2007 as PAD 07-173 for consultation until 05 October 2007. The Comment Response Document can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification 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 E-mail: account.airworth-eas@airbus.com.