


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0122</p> <p>Date: 05 June 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>Design 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
Supersedure:	This AD supersedes DGAC France AD 92-201-030 dated 30 September 1992.
ATA 53	Fuselage – Belly Fairing and Keel Beam Side Panel Attachment Angles – Inspection / Replacement / Repair
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, A320-111, 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 (MSN).
Reason:	<p>During the fatigue test campaign of the A320 family type design, cracks have been found at the lower riveting of the four titanium angles which connect the belly fairing to the keel beam side panels between frames FR40 and FR42, on both sides of the fuselage.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.</p> <p>In 1992, DGAC France issued AD 92-201-030 to require reinforcement of the belly fairing structure, which addressed part of the unsafe condition.</p> <p>For the reason described above, this AD retains the requirements of DGAC France AD 92-201-030, which is superseded, and requires repetitive detailed inspections of the affected titanium angles and, depending on findings, repair or replacement of parts.</p>
Effective Date:	19 June 2013

Required Action(s)
and Compliance
Time(s):

Required as indicated, unless accomplished previously:

Re-statement of DGAC France AD 92-201-030 requirements:

- (1) For A320-111, A320-211 and A320-231 aeroplanes, MSN 0003 through 0092 inclusive:

Before exceeding 12 000 flight cycles (FC) since aeroplane first flight, reinforce the belly fairing structure in accordance with instructions of Airbus Service Bulletin (SB) A320-53-1014.

New requirements of this AD (for all aeroplanes):

- (2) Within the compliance time defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 5 000 FC or 10 000 flight hours (FH), whichever occurs first, accomplish a detailed inspection of the four titanium angles between the belly fairing and the keel beam side panel in accordance with the instructions of Airbus SB A320-53-1259.

Table 1 - Initial inspection

	Compliance time (whichever occurs later, A, B or C)
A	Within 30 000 FC or 60 000 FH, whichever occurs first after first flight of the aeroplane.
B	Within 30 000 FC or 60 000 FH, whichever occurs first after modification of the aeroplane as required by paragraph (1) of this AD, or after installation of new titanium angles, provided that, prior to installation, a rototest on the open holes has been accomplished with no findings, as specified in paragraph (3.2) of this AD.
C	Within 3 000 FC or 6 000 FH, whichever occurs first after the effective date of this AD.

- (3) If, during any inspection as required by paragraph (2) of this AD, no crack indication is detected, accomplish one of the following actions:
- (3.1) Repeat the inspection as required by paragraph (2) of this AD; or
- (3.2) Before next flight after the inspection, remove all inspected titanium angles, accomplish a rototest on the open holes and, provided no cracks are found, install new titanium angles, in accordance with the instructions of Airbus SB A320-53-1259. Thereafter, instead of paragraph (2), comply with the requirements of paragraph (5) of this AD.
- (4) If, during any inspection as required by paragraph (2) of this AD, crack indication is detected, before next flight, remove the affected titanium angle(s) and accomplish a rototest on the open holes and, provided no cracks are found, install new titanium angles, in accordance with the instructions of Airbus SB A320-53-1259. Thereafter, instead of paragraph (2), comply with the requirements of paragraph (5) of this AD.
- (5) Within 30 000 FC or 60 000 FH, whichever occurs first after installation of new titanium angles as specified in paragraph (3.2) of this AD, or as required by paragraph (4) of this AD, as applicable, and thereafter at intervals not to exceed 5 000 FC or 10 000 FH, whichever occurs first, accomplish a detailed inspection of the four titanium angles between the belly fairing and the keel beam side panel in accordance with the instructions of Airbus SB A320-53-1259.
- (6) If, during any inspection as required by paragraph (5) of this AD, crack indication is detected, before next flight, remove the affected titanium angles and accomplish a rototest on the open holes and, provided no

	<p>cracks are found, install new titanium angles, in accordance with the instructions of Airbus SB A320-53-1259.</p> <p>(7) If, during any rototest as required by paragraph (3), (4) or (6) of this AD, as applicable, a crack is found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.</p> <p>(8) Repair or replacement of parts as required by this AD, as applicable, does not constitute terminating action for the repetitive inspections as required by this AD.</p>
Ref. Publications:	<p>Airbus SB A320-53-1014 original issue dated 25 June 1992, or Revision 01, dated 26 May 1993, or Revision 02, dated 01 September 1994.</p> <p>Airbus SB A320-53-1259 original issue, dated 06 November 2012.</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 approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 13 February 2013 as PAD 13-034 for consultation until 13 March 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.