

EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2014-0053	
	Date: 07 March 2014	
<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>		
Design Approval Holder's Name:	Type/Model designation(s):	
AIRBUS	A320 aeroplanes	
TCDS Number:	EASA.A.064	
Foreign AD:	Not applicable	
Supersedure:	This AD supersedes DGAC France AD 95-098-066 dated 24 May 1995.	
ATA 57	Wing – Center Wing / Lower Ribs at Frame 36 Junction – Inspection / Repair	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	Airbus A320-211 and A320-231 aeroplanes, all manufacturer serial numbers (MSN) up to MSN 0084 inclusive.	
Reason:	<p>During full scale fatigue tests on the Airbus A320 test specimen, cracks were found in the rib flange on the front spar side perpendicular to vertical posts at frame (FR) 36. It was determined that similar cracks could develop on certain in-service aeroplanes.</p> <p>This condition, if not detected and corrected, could affect the wing structural integrity.</p> <p>To reduce the risk of crack initiation, two modifications for aeroplanes in production and one modification for in-service aeroplanes were developed by Airbus: Prior to MSN 0085, the adaptation modification (Mod) 20976 was applied in production, consisting in installing shims under the fasteners linking the rib flange, the lower corner, the front spar and its vertical stiffener; from MSN 0085 onwards, the serial Mod 20908 was applied in production, consisting in installing reinforced lower surface rib flanges at front spar level.</p> <p>Airbus issued Service Bulletin (SB) A320-57-1013 for affected in-service aeroplanes, and DGAC France issued AD 95-098-066 to require installation of shims under the fasteners linking the rib flange, the lower corner, the front spar and its vertical stiffener.</p> <p>Following a recent analysis, Airbus identified the need for repetitive inspections for aeroplanes on which Airbus SB A320-57-1013 or production Mod 20976 has been embodied.</p> <p>For the reason described above, this AD retains the requirements of DGAC</p>	

	<p>France AD 95-098-066, which is superseded, and requires repetitive inspections of the center wing lower ribs at FR 36 and, depending on findings, accomplishment of a repair.</p> <p>After EASA issued PAD 14-013, it was discovered that additional work, to be included in Revision 01 of Airbus SB A320-57-1175, is required to accomplish the inspections. This Final AD has been amended accordingly.</p>													
Effective Date:	21 March 2014													
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Restatement of requirements of DGAC France AD 95-098-066:</p> <p>(1) For aeroplanes with MSN 005 to 008 inclusive, MSN 010 to 014 inclusive, and MSN 016 to 042 inclusive, before accumulating 16 000 flight cycles (FC) since aeroplane first flight, reinforce the pressure floor fittings in accordance with the instructions of Airbus SB A320-57-1013.</p> <p>New requirements of this AD:</p> <p>(2) For all aeroplanes to which this AD applies: Within the compliance time defined in Table 1 of this AD, as applicable to aeroplane configuration, and, thereafter, at intervals not to exceed 32 500 FC or 65 000 flight hours (FH), whichever occurs first, accomplish a special detail inspection (SDI) of the radius of the rib flanges and a rototest inspection of the holes in the rib flanges on front spar side in accordance with the instructions of Airbus SB A320-57-1175.</p> <p>In addition to the accomplishment instructions of Airbus SB A320-57-1175, during each inspection, remove the shims and fasteners on the rib flange on the front spar side (installed as per Mod 20976, or through Airbus SB A320-57-1013), accomplish a SDI of the radius of the rib flanges, and accomplish a rototest inspection, before reinstalling the shims and fasteners on the rib flange.</p> <p>The detailed accomplishment instructions for this additional work will be published in Airbus SB A320-57-1175 Revision 01. Until the revised SB is available (expected end of March 2014), operators should contact Airbus to request all necessary instructions for this additional work.</p> <p style="text-align: center;">Table 1 Inspection Threshold</p> <table border="1" data-bbox="568 1361 1444 1915"> <thead> <tr> <th data-bbox="568 1361 911 1440">Aeroplane Configuration</th> <th colspan="2" data-bbox="911 1361 1444 1440">Compliance Time (whichever occurs later, A or B)</th> </tr> </thead> <tbody> <tr> <td data-bbox="568 1440 911 1664" rowspan="2">Mod 20976 has been embodied</td> <td data-bbox="911 1440 970 1552">A</td> <td data-bbox="970 1440 1444 1552">Before exceeding 47 800 FC or 95 600 FH, whichever occurs first since aeroplane first flight</td> </tr> <tr> <td data-bbox="911 1552 970 1664">B</td> <td data-bbox="970 1552 1444 1664">Within 850 FC or 1 700 FH, whichever occurs first after the effective date of this AD</td> </tr> <tr> <td data-bbox="568 1664 911 1915" rowspan="2">Airbus SB A320-57-1013 (at any revision) has been embodied</td> <td data-bbox="911 1664 970 1803">A</td> <td data-bbox="970 1664 1444 1803">Before exceeding 10 700 FC or 21 500 FH, whichever occurs first after Airbus SB A320-57-1013 embodiment</td> </tr> <tr> <td data-bbox="911 1803 970 1915">B</td> <td data-bbox="970 1803 1444 1915">Within 850 FC or 1 700 FH, whichever occurs first after the effective date of this AD</td> </tr> </tbody> </table> <p>(3) For aeroplanes on which an initial inspection, in accordance with the instructions of Airbus SB A320-57-1175 at original issue, has already been accomplished, without having accomplished additional work as specified in</p>	Aeroplane Configuration	Compliance Time (whichever occurs later, A or B)		Mod 20976 has been embodied	A	Before exceeding 47 800 FC or 95 600 FH, whichever occurs first since aeroplane first flight	B	Within 850 FC or 1 700 FH, whichever occurs first after the effective date of this AD	Airbus SB A320-57-1013 (at any revision) has been embodied	A	Before exceeding 10 700 FC or 21 500 FH, whichever occurs first after Airbus SB A320-57-1013 embodiment	B	Within 850 FC or 1 700 FH, whichever occurs first after the effective date of this AD
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	<p>paragraph (2) of this AD, within the compliance time as defined in Table 1 of this AD, as applicable, accomplish the additional work as specified in, and as required by, paragraph (2) of this AD.</p> <p>(4) If, during any SDI as required by paragraph (2) of this AD, any cracks are found, before next flight, contact Airbus for approved repair instructions and within the compliance time(s) specified in these instructions, accomplish the repair, including any follow-on actions, as applicable, accordingly.</p>
Ref. Publications:	<p>Airbus SB A320-57-1013 original issue dated 12 April 1989, or Revision 01 dated 29 September 1992.</p> <p>Airbus SB A320-57-1175 original issue dated 24 October 2013, and Revision 01 [expected end of March 2014].</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 17 January 2014 as PAD 14-013 for consultation until 14 February 2014. No comments were received during the consultation period. 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.