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## AIRWORTHINESS DIRECTIVE

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On the commencement date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below repeals Airworthiness Directive (AD) AD/A320/82 and issues the following AD under subregulation 39.001 (1) of CASR 1998 and subsection 33 (3) of the *Acts Interpretation Act 1901*. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct an unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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### Airbus A319, A320 and A321 Series Aeroplanes

**AD/A320/82  
Amdt 1**

**Wing Rear Spar Pressurised  
Floor Pick-Up Angles**

**11/2017**

**Applicability:** All Airbus A320 models and serial numbers without Mod. No. 21283 embodied or Service Bulletin (SB) A320-57-1025 as in force from time to time incorporated.

**Requirement:** Inspect in accordance with Airbus SB A320-57-1090 as in force from time to time, and repair as necessary in accordance with Airbus SB A320-57-1025 as in force from time to time.

*Note 1: This AD is based on DGAC AD 97-084-097(B).*

*Note 2: The words "as in force from time to time" require compliance with the most recent version of the referenced document.*

**Compliance:** Before the accumulation of 20 000 flight cycles, thereafter, at intervals not exceeding 10 000 flight cycles.

Where cracking is detected, repair at the thresholds specified in SB A320-57-1090 as in force from time to time.

*Note 3: Previous compliance with any requirement in AD/A320/82 constitutes compliance with the same requirement in this AD.*

This AD commences on 26 May 2017.

**Background:** This Directive was issued to detect any fatigue cracking in the pressurised floor pick up angles, an unsafe condition that could lead to failure which in turn could affect the structural integrity of the aircraft.

Amendment 1 is issued to clarify the AD applicability.



Pieter van Dijk  
Delegate of the Civil Aviation Safety Authority

18 May 2017