
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A320/124 Amdt 1 and issues the following AD under subregulation 39.1 (1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the 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.

Airbus Industrie A319, A320 and A321 Series Aeroplanes

AD/A320/124 Overwing Emergency Exit Door Frame Corners 11/2004 Amdt 2

Applicability: Model A320-200 aircraft, serial numbers MSN 0624 through MSN 1141.

Model A319 aircraft, all serial numbers up to and including MSN 1167.

- Requirement:
1. Perform a detailed visual inspection of affected rivets to detect loose and/or missing rivets in accordance with Airbus Service Bulletin A320-53-1147 original issue, Revision 01, or Revision 02.
 2. Remove all the affected rivets in all specified corner areas and check the interior countersinks in accordance with Airbus Service Bulletin A320-53-1147 Revision 02.

Note 1: Accomplishment of Requirement 2 constitutes terminating action for the Requirement 1 inspection.

Note 2: DGAC AD 2003-147(B) R1 refers.

- Compliance:
1. Within 3,500 flight cycles after 4 October 2001.

Repeat inspection at intervals not to exceed 3,500 flight cycles in accordance with Revision 02 of the Requirement document; until Requirement 2 is accomplished.

2. Before the accumulation of 24,000 flight cycles.

The compliance times remain unchanged by this issue.

This Amendment becomes effective on 28 October 2004.

Background: A report was received of a loose ABS213 rivet at the overwing emergency exit door frame corners of A320 and A319 aircraft. Further investigation revealed several instances where the grip length of the rivets was slightly out of tolerance. This condition could affect the structural integrity of the overwing exit frame in the long term.

Amendment 1 introduced a supplemental inspection program to verify/measure affected rivet hole interior countersinks, and clarified Requirement 1 compliance.

Airbus Industrie A319, A320 and A321 Series Aeroplanes

AD/A320/124 Amdt 2 (continued)

Amendment 2 is issued to introduce AD 2003-147(B) R1 to Requirement Note 2 as the related DGAC AD.

The original issue of this Airworthiness Directive became effective on 4 October 2001.



David Villiers
Delegate of the Civil Aviation Safety Authority

16 September 2004