

---

## AIRWORTHINESS DIRECTIVE

---

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(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/A320/215**

**Vertical Stabilizer Spar Box**

**6/2008**

**Applicability:** All Model A319, A320, and A321 aircraft, with Manufacturer Serial Numbers listed in the applicability section of DGAC AD 2000-520-159(B); and without AIRBUS Service Bulletin A320-55-1028 incorporated.

**Requirement:** Action in accordance with the requirements of DGAC AD 2000-520-159(B).

*Note: AIRBUS Service Bulletins A320-55A1027 Revision 1 and A320-55-1028 Revision 3, or later DGAC/EASA approved revisions, refer.*

**Compliance:** Unless the Requirement document Actions paragraph 2 modification is already accomplished, before 5 July 2008.

This Airworthiness Directive becomes effective on 5 June 2008.

**Background:** The DGAC received reports of localised debonding of spar, stringer, and rib to skin attachments on several Vertical Stabiliser Spar Boxes. The debonding resulted from bonding surface contamination during production process. Such debonding could affect the structural integrity of the Vertical Stabiliser Spar Box.



David Villiers  
Delegate of the Civil Aviation Safety Authority

16 April 2008