


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2012-0132R1</p> <p>Date: 01 March 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 and A319 aeroplanes</p>	
<p>TCDS Number : EASA.A.064</p>		
<p>Foreign AD : Not applicable</p>		
<p>Revision: This AD revises EASA AD 2012-0132 dated 18 July 2012.</p>		
<p>ATA 53</p>	<p>Fuselage – Forward Fuselage Frame (FR) 24 Circumferential Junction – Inspection / Repair</p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A318-112, A319-111, A319-112, A319-115, A319-132 and A319-133 aeroplane models, manufacturer serial numbers (MSN) 3983, 3985, 3998, 4000, 4004, 4007, 4018, 4020, 4029, 4036, 4038, 4039, 4040, 4048, 4052, 4056, 4069, 4071, 4076, 4080, 4087, 4089, 4121, 4125, 4127, 4129, 4132, 4141, 4151, 4163, 4164, 4166, 4169, 4171, 4182, 4192, 4200, 4204, 4211, 4215, 4222, 4227, 4228, 4254, 4256, 4258, 4259, 4262, 4268, 4275, 4282, 4285, 4287, 4301, 4313, 4319, 4327, 4332 and 4336.</p>	
<p>Reason:</p>	<p>During a ground inspection of an A319 aeroplane in production, it was discovered that one fastener was missing at stringer (STGR) 39 on the right-hand (RH) side of FR24 (Section 13-14 side). The hole of the missing fastener was not drilled. The missing fastener, a 4.8 mm diameter titanium bolt, Part Number (P/N) EN 6114 V3-7, should connect the cargo door keel beam foot to the circumferential butt-strap and the section 13-14 lower shell panel. Further investigations have revealed that the affected fastener has not been installed on a limited number of aeroplanes in production, due to incorrect production instructions.</p> <p>This condition, if not corrected, could impair the structural integrity of the affected aeroplanes.</p> <p>For the reasons described above, this AD requires a special detailed inspection (SDI) of the affected area and, depending on findings, the accomplishment of applicable corrective actions.</p> <p>This AD has been revised to amend Table 1 for clarification.</p>	

Effective Date:	Revision 1: 01 March 2013 Original issue: 02 August 2012								
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the threshold indicated in Table 1 of this AD as applicable to the aeroplane configuration, accomplish a visual inspection of the fastener at FR24 STGR 39 RH, in accordance with the instructions of Airbus Service Bulletin (SB) A320-53-1242.</p> <p style="text-align: center;">Table 1 – Compliance time</p> <table border="1" data-bbox="568 510 1423 1115"> <thead> <tr> <th data-bbox="568 510 970 562">Aeroplane Configuration</th> <th data-bbox="970 510 1423 562">Inspection Threshold</th> </tr> </thead> <tbody> <tr> <td data-bbox="568 562 970 837">A319 aeroplanes except MSN 4151, 4228 and 4319, and A318 aeroplanes, pre-mod 39195, and A318 aeroplanes on which Airbus SB A320-00-1219 has not been embodied in service.</td> <td data-bbox="970 562 1423 837">Before the accumulation of 5 000 flight cycles (FC) since first flight of the aeroplane, or within 4 300 FC after 02 August 2012 [the effective date of the original issue of this AD], whichever occurs later.</td> </tr> <tr> <td data-bbox="568 837 970 1005">A318 aeroplanes, post-mod 39195, and A318 aeroplanes on which Airbus SB A320-00-1219 has been embodied in service.</td> <td data-bbox="970 837 1423 1005">Before the accumulation of 3 000 FC since first flight of the aeroplane.</td> </tr> <tr> <td data-bbox="568 1005 970 1115">A319 aeroplanes, MSN 4151, 4228 and 4319 (post-mod 28238, 28162 and 28342)</td> <td data-bbox="970 1005 1423 1115">Before the accumulation of 2 500 FC since first flight of the aeroplane.</td> </tr> </tbody> </table> <p>(2) If, during the visual inspection as required by paragraph (1) of this AD, the fastener is found missing, within the compliance time indicated in Table 1 of this AD, as applicable, accomplish a SDI of the five holes surrounding the missing fastener at FR24 STGR 39 RH side to detect any crack, in accordance with the instructions of Airbus SB A320-53-1242.</p> <p>(3) If, during the SDI as required by paragraph (2) of this AD, no crack is found, within the compliance time indicated in Table 1 of this AD, apply the corrective actions (repair) in accordance with the instructions of Airbus SB A320-53-1242.</p> <p>(4) If, during the SDI as required by paragraph (2) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.</p>	Aeroplane Configuration	Inspection Threshold	A319 aeroplanes except MSN 4151, 4228 and 4319, and A318 aeroplanes, pre-mod 39195, and A318 aeroplanes on which Airbus SB A320-00-1219 has not been embodied in service.	Before the accumulation of 5 000 flight cycles (FC) since first flight of the aeroplane, or within 4 300 FC after 02 August 2012 [the effective date of the original issue of this AD], whichever occurs later.	A318 aeroplanes, post-mod 39195, and A318 aeroplanes on which Airbus SB A320-00-1219 has been embodied in service.	Before the accumulation of 3 000 FC since first flight of the aeroplane.	A319 aeroplanes, MSN 4151, 4228 and 4319 (post-mod 28238, 28162 and 28342)	Before the accumulation of 2 500 FC since first flight of the aeroplane.
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Ref. Publications:	<p>Airbus SB A320-53-1242 original issue, dated 22 May 2012.</p> <p>Airbus SB A320-00-1219 original issue dated 09 November 2010, Revision 01 dated 08 December 2010, Revision 02 dated 06 September 2011 or Revision 03 dated 28 March 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>								
Remarks :	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>2. The original issue of this AD was posted on 05 June 2012 as PAD 12-059 for consultation until 03 July 2012. The Comment Response Document can be found at http://ad.easa.europa.eu.</p>								

	<ol style="list-style-type: none">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.
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