


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0137</p> <p>Date: 09 July 2013</p> <p>Note: This Airworthiness Directive (PAD) 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: AIRBUS</p>	<p>Type/Model designation(s): A320 aeroplanes</p>
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	This AD supersedes DGAC France AD 2002-183 dated 03 April 2002.
ATA 53	Fuselage – Center Fuselage Transition and Pick Up Angle – Inspection / Modification
Manufacturer(s):	Airbus (Formerly Airbus Industrie)
Applicability:	Airbus A320-111, A320-211, A320-212 and A320-231 aeroplanes, all manufacturer serial numbers, except those on which Airbus Modification 21202 has been embodied in production.
Reason:	<p>During the A320 fatigue test campaign, it has been determined that fatigue damage could appear on the transition and pick-up angle between Frame (FR) 35 and FR36.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.</p> <p>To address this potential unsafe condition, DGAC France issued AD 2002-183, to require repetitive inspections of the center fuselage pick-up angle between FR35 and FR36, below stringer 30, left hand (LH) and right hand (RH) sides, and, depending on findings, accomplishment of applicable corrective action(s).</p> <p>Since that AD was issued, a modification was developed, which has been published through Airbus Service Bulletin (SB) A320-53-1027 for in-service application, introducing additional washers below the riveting, which constitutes terminating action for the repetitive inspections.</p> <p>For the reasons described above, this AD retains the requirements of DGAC France AD 2002-183, which is superseded, and requires modification of the transition and pick-up angle between FR35 and FR36.</p>
Effective Date:	23 July 2013

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Re-statement of DGAC France AD 2002-183 requirements:</p> <p>(1) Within the compliance time as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 10 400 flight cycles (FC) or 24 600 flight hours (FH), whichever occurs first, inspect the center fuselage transition and pick-up angle between FR35 and FR36 below stringer 30 LH and RH side in accordance with the instructions of Airbus SB A320-53-1028 Revision 01.</p> <p style="text-align: center;">Table 1 – Initial Inspection</p> <table border="1" data-bbox="568 510 1442 824"> <thead> <tr> <th></th> <th>Compliance Time (whichever occurs later, A, B or C)</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>Before exceeding 10 400 FC or 24 600 FH, whichever occurs first since aeroplane first flight.</td> </tr> <tr> <td>B</td> <td>Within 3 500 FC after 13 April 2002 [the effective date of DGAC France AD 2002-183], but not exceeding 16 000 FC since aeroplane first flight.</td> </tr> <tr> <td>C</td> <td>Within 12 000 FC after the last inspection as previously required by DGAC France AD 95-097-065.</td> </tr> </tbody> </table> <p>(2) If, during any inspection as required by paragraph (1) of this AD, fatigue damage is detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A320-53-1028 Revision 01.</p> <p>New requirements of this AD:</p> <p>(3) Before accumulation of 40 000 FC since aeroplane first flight, or within 1 500 FC after the effective date of this AD, whichever occurs later, but not exceeding 48 000 FC since aeroplane first flight, modify the aeroplane by installation of washers between the transition pick-up angle and the pin nuts in accordance with the instructions of Airbus SB A320-53-1027 Revision 03.</p> <p>(4) Modification of an aeroplane before the effective date of this AD in accordance with the instructions of Airbus SB A320-53-1027 at original issue, or Revision 01, or Revision 02, is acceptable to comply with the requirements of paragraph (3) of this AD for that aeroplane.</p> <p>(5) Modification of an aeroplane as required by paragraph (3) of this AD constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.</p>		Compliance Time (whichever occurs later, A, B or C)	A	Before exceeding 10 400 FC or 24 600 FH, whichever occurs first since aeroplane first flight.	B	Within 3 500 FC after 13 April 2002 [the effective date of DGAC France AD 2002-183], but not exceeding 16 000 FC since aeroplane first flight.	C	Within 12 000 FC after the last inspection as previously required by DGAC France AD 95-097-065.
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<p>Ref. Publications:</p>	<p>Airbus SB A320-53-1027 original issue dated 01 March 1994, or Revision 01 dated 05 September 1994, or Revision 02 dated 08 June 1995, or Revision 03 dated 12 February 2002.</p> <p>Airbus SB A320-53-1028 Revision 01 dated 12 February 2002.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>								
<p>Remarks:</p>	<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 07 June 2013 as PAD 13-070 for consultation until 05 July 2013. 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 .
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