


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2014-0064</b></p> <p><b>Date: 14 March 2014</b></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><b>Design Approval Holder's Name :</b> AIRBUS</p>	<p><b>Type/Model designation(s) :</b> A318, A319, A320 and A321 aeroplanes</p>
TCDS Number :	EASA.A.064
Foreign AD :	Not applicable
Supersedure :	None
<b>ATA 54</b>	<b>Nacelles / Pylons – Forward Corner Fittings of Pylon Aft Secondary Structure – Inspection / Replacement</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A318-111, A318-112, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 33844 (improvement of aerodynamic shape for CFM pylon), or mod 33847 (improvement of aerodynamic shape for IAE pylon), as applicable, has been embodied in production.
Reason:	<p>Several operators of A320 family aeroplanes have reported finding cracks on the forward corner fittings of engine pylon aft secondary structures, on the lateral face (lateral panel side). In some cases, these cracks had propagated onto the forward face (Rib 11 side). Investigation results have highlighted that these cracks are initiated by stress corrosion.</p> <p>This condition, if not detected and corrected, could lead to loss (i.e. detachment from the aeroplane) of the lower fairing attachment at Rib 10, and/or loss of the aft fixed fairing with the movable fairing, possibly resulting in injuries to persons on the ground.</p> <p>For the reasons described above, this AD requires repetitive detailed inspections (DI) of the right hand (RH) Part Number (P/N) D54530014201 and left hand (LH) P/N D54530014200 corner fittings of engine pylon aft secondary structures (pre-mod 38067 or pre-Airbus Service Bulletin (SB) A320-54-1019) to detect cracks or deformation in the splicing area with corner fitting between Ribs 11-12 and, depending on findings, replacement of the corner fittings.</p>

	This AD also recognizes that replacement of the corner fittings with improved parts (as per Airbus SB A320-54-1019) constitutes a terminating action for the repetitive DI required by this AD.								
Effective Date:	28 March 2014								
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 15 000 flight cycles (FC) or 22 500 flight hours (FH), whichever occurs first, accomplish a DI of forward corner fittings P/N D54530014201 (RH) and P/N D54530014200 (LH) of the pylon aft secondary structures in accordance with the instructions of Airbus SB A320-54-1022 Revision 02.</p> <p style="text-align: center;">Table 1 – Initial inspection</p> <table border="1" data-bbox="568 674 1444 999"> <thead> <tr> <th colspan="2" style="text-align: center;"><b>Compliance time</b> (whichever occurs later, <b>A, B, or C</b>)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"><b>A</b></td> <td>Within 15 000 FC or 22 500 FH, whichever occurs first since aeroplane first flight</td> </tr> <tr> <td style="text-align: center;"><b>B</b></td> <td>Within 5 000 FC or 7 500 FH after the effective date of this AD, without exceeding 40 750 FC or 60 750 FH, whichever occurs first since aeroplane first flight</td> </tr> <tr> <td style="text-align: center;"><b>C</b></td> <td>Within 750 FC or 750 FH, whichever occurs first after the effective date of this AD</td> </tr> </tbody> </table> <p>(2) If, during any DI as required by paragraph (1) of this AD, any crack is detected on the corner fittings of a pylon, before next flight, accomplish a DI of the lower and medium spars in accordance with the instructions of Airbus SB A320-54-1022 Revision 02.</p> <p>(3) If, during any DI as required by paragraph (2) of this AD, any damage is found on the lower and medium spars splicing area with corner fitting between Ribs 11-12, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.</p> <p>(4) If, during any DI as required by paragraph (2) of this AD, no damage is found on the lower and medium spars splicing area with corner fitting between Rib 11-12, within 5 000 FC or 7 500 FH, whichever occurs first after the inspection, modify the aeroplane in accordance with the instructions of Airbus SB A320-54-1019.</p> <p>(5) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A320-54-1022 at original issue or Revision 01, are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD. After the effective date of this AD, repetitive inspections and applicable corrective actions, as required by paragraphs (1) and (2) of this AD, must be accomplished in accordance with the instructions of Airbus SB A320-54-1022 Revision 02.</p> <p>(6) Modification of an aeroplane by installation of P/N D0041092120000 (RH) and P/N D0041092120100 (LH) corner fittings on both pylons, in accordance with the instructions of Airbus SB A320-54-1019, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.</p> <p>(7) Aeroplanes on which Airbus mod 38067 (installation of new corner fittings) has been embodied in production, and aeroplanes already modified in-service in accordance with the instructions of Airbus SB A320-54-1019 (any revision), are not affected by the requirements of paragraph (1) of this AD, provided that no corner fittings with P/N D54530014201 (RH) or P/N D54530014200 (LH) have been reinstalled since first flight, or since</p>	<b>Compliance time</b> (whichever occurs later, <b>A, B, or C</b> )		<b>A</b>	Within 15 000 FC or 22 500 FH, whichever occurs first since aeroplane first flight	<b>B</b>	Within 5 000 FC or 7 500 FH after the effective date of this AD, without exceeding 40 750 FC or 60 750 FH, whichever occurs first since aeroplane first flight	<b>C</b>	Within 750 FC or 750 FH, whichever occurs first after the effective date of this AD
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<b>C</b>	Within 750 FC or 750 FH, whichever occurs first after the effective date of this AD								

	<p>modification, as applicable.</p> <p>(8) Do not install any P/N D54530014201 (RH) or P/N D54530014200 (LH) corner fittings on an aeroplane, as required by paragraph (8.1) or (8.2) of this AD, as applicable:</p> <p>(8.1) From the effective date of this AD, for aeroplanes on which Airbus mod 38067 has been embodied in production on both pylons, and for aeroplanes previously modified in service in accordance with the instructions of Airbus SB A320-54-1019 (any revision).</p> <p>(8.2) After modification as required by paragraph (4) of this AD, or after optional modification as specified in paragraph (6) of this AD, as applicable.</p>
Ref. Publications:	<p>Airbus SB A320-54-1022 original issue dated 07 July 2009, or Revision 01 dated 29 September 2011, or Revision 02 dated 12 July 2013.</p> <p>Airbus SB A320-54-1019 original issue dated 20 November 2007, or Revision 01 dated 10 April 2008.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 27 January 2014 as PAD 14-023 for consultation until 24 February 2014. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</li> </ol>