


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2014-0169</b> <b>[Correction: 22 July 2014]</b></p> <p><b>Date: 17 July 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> A320 aeroplanes</p>	
<p>TCDS Number: EASA.A.064</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: This AD supersedes DGAC France AD 2001-249 (B) dated 27 June 2001.</p>		
<b>ATA 57</b>	<b>Wings – Inner Rear Spar – Modification</b>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232 and A320-233 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 24591 has been embodied in production.</p>	
<p>Reason:</p>	<p>During centre fuselage certification full scale fatigue test, cracks were found on the inner rear spar at holes position 52 on the right hand wing due to fatigue aspects.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.</p> <p>To prevent such cracks, Airbus developed modifications, which were introduced in production and in service through several Airbus Service Bulletins (SB).</p> <p>DGAC France issued AD 1999-264-135, which was subsequently superseded by AD 2001-249, to require modification of the rear spar on some aeroplanes, post-modification repetitive inspections and, depending on findings, accomplishment of a repair. DGAC France AD 2001-249 also specified that modification in accordance with Airbus SB A320-57-1089 (in-service equivalent to Airbus mod 24591) constituted (optional) terminating action for the repetitive inspections.</p> <p>Since that AD was issued, in the framework of the A320 Extended Service Goal (ESG), it has been determined that Airbus mod 24591 is necessary to</p>	

	<p>allow aeroplanes to operate up to the new ESG limit.</p> <p>For the reasons described above, this AD retains the requirements of DGAC France AD 2001-249, which is superseded, and requires modification of all pre-mod 24591 aeroplanes.</p> <p>This AD is re-published to correct a compliance time in paragraph (4.3).</p>								
Effective Date:	31 July 2014								
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p><b>Re-statement of the requirements of DGAC France AD 2001-249:</b></p> <p>(1) For aeroplanes with MSN 0003 to 0021 inclusive:</p> <p>Before exceeding 12 000 flight cycles (FC) since aeroplane first flight, modify the wing rear spar in accordance with the instructions of Airbus SB A320-57-1004.</p> <p>(2) For aeroplanes with MSN 0002 to 0051 inclusive:</p> <p>Before exceeding 12 000 FC since aeroplane first flight, modify the wing rear spar pintle and retraction jack fittings in accordance with the instructions of Airbus SB A320-57-1060.</p> <p>(3) For aeroplanes modified in service in accordance with Airbus SB A320-57-1004 and SB A320-57-1060, except aeroplanes which have embodied Airbus mod 20740, mod 20741 (included in mod 21999) and mod 20796 in production:</p> <p>Within 12 000 FC or 22 400 flight hours (FH), whichever occurs first after embodiment of Airbus SB A320-57-1004 and SB A320-57-1060, and, thereafter, at intervals not to exceed 3 600 FC or 6 700 FH, whichever occurs first, accomplish an inspection in accordance with the instructions of Airbus SB A320-57-1088.</p> <p>(4) For aeroplanes which have embodied Airbus mod 20740 in production and Airbus SB A320-57-1060 in service, and aeroplanes which have embodied Airbus mod 20740, mod 20741 (included in mod 21999) and mod 20796 in production, accomplish the actions as specified in paragraphs (4.1), (4.2) and (4.3) of this AD.</p> <p>(4.1) Within the compliance time as specified in Table 1 of this AD, as applicable, inspect the wing rear spar in accordance with the instructions of Airbus SB A320-57-1088 Part A.</p> <p style="text-align: center;">Table 1 – Inspection Threshold SB A320-57-1088 Part A</p> <table border="1" data-bbox="549 1514 1422 1861"> <thead> <tr> <th colspan="2" style="text-align: center;"><b>Compliance Time</b> (whichever occurs later, <b>A</b>, <b>B</b> or <b>C</b>)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"><b>A</b></td> <td>Before exceeding 17 300 FC or 32 300 FH, whichever occurs first since aeroplane first flight</td> </tr> <tr> <td style="text-align: center;"><b>B</b></td> <td>Within 3 000 FH after 27 June 2001 [the effective date of DGAC France AD 2001-249], without exceeding 17 300 FC since aeroplane first flight</td> </tr> <tr> <td style="text-align: center;"><b>C</b></td> <td>Within 9 000 FH after 27 June 2001 [the effective date of DGAC France AD 2001-249], without exceeding 15 500 FC or 41 700 FH, whichever occurs first since aeroplane first flight</td> </tr> </tbody> </table> <p>(4.2) Before exceeding 20 000 FC or 37 300 FH, whichever occurs first since aeroplane first flight, inspect the wing rear spar in accordance with the instructions of Airbus SB A320-57-1088, Part B.</p>	<b>Compliance Time</b> (whichever occurs later, <b>A</b> , <b>B</b> or <b>C</b> )		<b>A</b>	Before exceeding 17 300 FC or 32 300 FH, whichever occurs first since aeroplane first flight	<b>B</b>	Within 3 000 FH after 27 June 2001 [the effective date of DGAC France AD 2001-249], without exceeding 17 300 FC since aeroplane first flight	<b>C</b>	Within 9 000 FH after 27 June 2001 [the effective date of DGAC France AD 2001-249], without exceeding 15 500 FC or 41 700 FH, whichever occurs first since aeroplane first flight
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	<p>(4.3) Within 3 600 FC or 6 700 FH, whichever occurs first after the initial inspection as required by paragraph (4.1) or (4.2) of this AD, as applicable, and, thereafter, at intervals not to exceed 3 600 FC or 6 700 FH, whichever occurs first, repeat the inspections of the wing rear spar in accordance with the instructions of Airbus SB A320-57-1088, Part A and Part B.</p> <p>(5) If, during any inspection as required by paragraph (3) or (4) of this AD, cracks are found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.</p> <p>(6) Accomplishment of a repair on an aeroplane, as required by paragraph (5) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (3) or (4) of this AD, as applicable, for that aeroplane.</p> <p>(7) Modification of an aeroplane in accordance with the instructions of Airbus SB A320-57-1089 (any revision) constitutes terminating action for the repetitive inspections as required by paragraph (3) or (4) of this AD, as applicable, for that aeroplane.</p> <p><b>New requirements of this AD:</b></p> <p>(8) Before exceeding 48 000 FC or 96 000 FH, whichever occurs first since aeroplane first flight, modify the aeroplane in accordance with the instructions of Airbus SB A320-57-1089.</p>
Ref. Publications:	<p>Airbus SB A320-57-1004 original issue dated 09 July 1991, or Revision 01 dated 24 September 1992, or Revision 02 dated 14 June 1993.</p> <p>Airbus SB A320-57-1060 original issue dated 08 December 1992, or Revision 01 dated 14 June 1993.</p> <p>Airbus SB A320-57-1088 original issue dated 30 September 1996, or Revision 01 dated 17 September 1997, or Revision 02 dated 29 July 1999, or Revision 03 dated 09 February 2001, or Revision 04 dated 06 August 2001.</p> <p>Airbus SB A320-57-1089 original issue dated 22 December 1996, or Revision 01 dated 17 April 1997, or Revision 02 dated 06 November 1998, or Revision 03 dated 09 February 2001.</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 17 June 2014 as PAD 14-100 for consultation until 15 July 2014. No comments were received during the consultation period.</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>