


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2015-0026R1</b></p> <p><b>Date: 17 August 2015</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 EU 1321/2014 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 [EU 1321/2014 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> A319 and A320 aeroplanes</p>	
<p>TCDS Number: EASA.A.064</p>		
<p>Foreign AD: Note applicable</p>		
<p>Revision: This AD revises EASA AD 2015-0026 dated 19 February 2015, which superseded EASA AD 2014-0270R1 dated 15 December 2014.</p>		
<p><b>ATA 57</b></p>	<p><b>Wings – Wing Bottom Skin at Main Landing Gear Rib 5 – Inspection</b></p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A319-115, A319-132, A319-133, A320-214, A320-216, A320-232 and A320-233 aeroplanes, manufacturer serial numbers (MSN) 5817, 5826, 5837, 5848, 5855, 5864, 5875, 5886, 5896, 5910, 5918 to 6705 inclusive (except MSN 6622, 6646 and 6659), 6710, 6721, 6732 and 6743.</p>	
<p>Reason:</p>	<p>During production of wings, a number of taperlok fasteners were found failed after installation. The fasteners in question are located at the Main Landing Gear (MLG) reinforcing plate, bottom wing skin and Gear Support Rib 5 lower flange. Based on the results of the preliminary investigation, this affects only certain A319 and A320 aeroplanes delivered since January 2014.</p> <p>This condition, if not detected and corrected could reduce the design safety margin of the structure.</p> <p>Prompted by these findings, EASA issued Emergency AD 2014-0270-E (later revised) to require repetitive detailed inspections (DET) of the bottom skin taperlok fasteners at the MLG Rib 5 footprint location and, depending on findings, accomplishment of applicable corrective action(s).</p> <p>Since EASA AD 2014-0270R1 was issued, based on in service feedback and further investigation, Airbus issued Revision 01 of Alert Operators Transmission (AOT) A57N006-14 to extend the original 8 calendar days inspection interval to 60 calendar days for the external area and for the internal inboard side of the MLG Rib 5. In addition, it was identified that the model A319-132 was missing from the AD applicability.</p>	

	<p>Consequently, EASA issued AD 2015-0026, retaining the requirements of EASA AD 2014-0270R1, which was superseded, amending the Applicability and to require those actions within the new thresholds and intervals.</p> <p>Since that AD was issued, Airbus developed a non-destructive test (NDT) inspection, referenced in Airbus Service Bulletin (SB) A320-57-1203, as terminating action for the repetitive DET, and implemented corrective actions on the production line.</p> <p>For the reasons described above, AD 2015-0026 is revised to limit the Applicability, to add reference to the new Airbus SB and to introduce the NDT inspection as optional terminating action for the repetitive DET.</p>
Effective Date:	<p>Revision 1: 19 August 2015</p> <p>Original issue: 26 February 2015</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 60 calendar days after 15 December 2014 [the effective date of EASA AD 2014-0270-E], or 60 calendar days after the aeroplane date of manufacture (see Note 1), or before next flight (see Note 2), whichever occurs later, and, thereafter, at intervals not to exceed 60 calendar days or before each flight (see Note 2), whichever occurs later, accomplish the actions specified in paragraphs (1.1) and (1.2) of this AD in accordance with the instructions of Airbus AOT A57N006-14, or SB A320-57-1203.</p> <p>(1.1) Accomplish a DET of the external surface of the Left Hand (LH) and Right Hand (RH) lower skin surface to detect missing or migrating fasteners.</p> <p>(1.2) Accomplish a DET of the inboard MLG support rib lower flange to detect broken fastener tails/nuts.</p> <p>Note 1: For the purpose of this AD, the date of manufacture is the date of transfer of title, which is referenced in Airbus documentation at the time of first delivery to an operator.</p> <p>Note 2: In case an aeroplane is not operated for more than 60 days, the next inspection is to be performed on that aeroplane before next flight.</p> <p>(2) Within 4 months after 15 December 2014 [the effective date of EASA AD 2014-0270-E], or after the aeroplane date of manufacture (see Note 1), or before next flight (see Note 3) whichever occurs later, and, thereafter, at intervals not to exceed 120 calendar days or before each flight (see Note 3), whichever occurs later, accomplish a DET of the outboard MLG support rib lower flange fasteners and nuts in accordance with the instructions of Airbus AOT A57N006-14, or SB A320-57-1203.</p> <p>Note 3: In case an aeroplane is not operated for more than 4 months (120 calendar days), the next inspection is to be performed on that aeroplane before next flight.</p> <p>(3) If, during any DET as required by paragraph (1) or (2) of this AD, as applicable, any discrepancy (missing, migrated or damaged fastener; or missing nut) is detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus AOT A57N006-14, or SB A320-57-1203.</p> <p>(4) Replacement of fasteners or nuts on an aeroplane, as required by paragraph (3) of this AD, does not constitute terminating action for the repetitive inspections as required by this AD for that aeroplane, except when accomplished in accordance with the instructions of Airbus SB A320-57-1203, <b>and</b> under the conditions as specified in paragraph (5) of this AD.</p>

	<p>(5) Accomplishment of a NDT inspection (NTM 57-29-13) of the applicable fasteners and nuts on an aeroplane in accordance with the instructions of Airbus SB A320-57-1203 constitutes terminating action of the repetitive DET as required by paragraphs (1) and (2) of this AD for that aeroplane, provided that the inspection is accomplished <b>not less than 120 days</b> since the date of manufacture of the aeroplane, <b>and</b> that all the affected parts pass the NDT inspection without finding.</p>
Ref. Publications:	<p>Airbus AOT A57N006-14 original issue dated 04 December 2014, or Revision 01 dated 16 February 2015.</p> <p>Airbus SB A320-57-1203 original issued dated 10 August 2015.</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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification 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>