


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2015-0084 [Correction: 18 May 2015]</p> <p>Date: 13 May 2015</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>Design Approval Holder's Name: AIRBUS</p>	<p>Type/Model designation(s): A320 aeroplanes</p>	
<p>TCDS Number:</p>	<p>EASA.A.064</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>This AD supersedes DGAC France AD 96-298-093(B)R2 dated 03 June 1998.</p>	
<p>ATA 53</p>	<p>Fuselage – Rear Fuselage Frame 68 – Inspection / Repair</p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A320-211, A320-212 and A320-231 aeroplanes, manufacturer serial numbers 0001 to 0123 inclusive, except those that have embodied Airbus modification (mod) 21780 and mod 21781 in production.</p>	
<p>Reason:</p>	<p>During a fatigue test campaign, four cracks were identified in the fastener holes of the former junction at frame (FR) 68 between stringers 4 and 5.</p> <p>This condition, if not detected and corrected, could lead to crack propagation, possibly resulting in reduced structural integrity of the fuselage.</p> <p>To address this unsafe condition, DGAC France issued AD 96-298-093 (later revised) to require repetitive inspections and, depending on findings, the accomplishment of an applicable repair solution.</p> <p>That AD also provided modification of FR 68 in accordance with Airbus Service Bulletin (SB) A320-53-1090 as optional terminating action.</p> <p>Following new analyses, the thresholds and inspection intervals have been reviewed and adjusted.</p> <p>For the reason described above, this AD retains the requirements of DGAC France AD 96-298-093(B)R2, which is superseded, and requires those actions within the new thresholds and intervals.</p> <p>This AD was republished to correct a typographical error in the Reason.</p>	
<p>Effective Date:</p>	<p>27 May 2015</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 3 800 flight cycles (FC) or 7 600 flight hours (FH), whichever occurs first, accomplish a Special Detail Inspection (SDI) of the attachment holes and the adjacent tooling hole, in accordance with the instructions of Airbus SB A320-53-1089 Revision 03.</p> <p style="text-align: center;">Table 1 – Inspection Threshold</p> <table border="1" data-bbox="555 472 1370 792"> <thead> <tr> <th colspan="2" style="text-align: center;">Compliance Time (A, B or C, whichever occurs later) (FC or FH, whichever occurs first)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">A</td> <td>28 700 FC or 57 400 FH since aeroplane first flight</td> </tr> <tr> <td style="text-align: center;">B</td> <td>3 800 FC or 7 600 FH since last inspection per Airbus SB A320-53-1089 (any revision)</td> </tr> <tr> <td style="text-align: center;">C</td> <td>3 800 FC or 7 600 FH after the effective date of this AD, without exceeding 20 000 FC since the last inspection per Airbus SB A320-53-1089 (any revision)</td> </tr> </tbody> </table> <p>(2) If, during any SDI as required by paragraph (1) of this AD, any crack is found, before next flight, accomplish the repair solution in accordance with the instructions of Airbus SB A320-53-1089 Revision 03. Repair of an aeroplane in accordance with the instructions of Airbus SB A320-53-1089 Revision 03 constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.</p> <p>(3) Modification of an aeroplane in accordance with the instructions of Airbus SB A320-53-1090 Revision 02 constitutes (optional) terminating action for the repetitive inspections as required by paragraph (1) of this AD, provided that the modification is accomplished before next flight after a SDI, as required by paragraph (1) of this AD, where no cracks were found.</p> <p>(4) Modification (repair) of an aeroplane before the effective date of this AD in accordance with the instructions of Airbus SB A320-53-1089 Revision 01, or Revision 02, or in accordance with the instructions of Airbus SB A320-53-1090 (at any revision), constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.</p>	Compliance Time (A, B or C, whichever occurs later) (FC or FH, whichever occurs first)		A	28 700 FC or 57 400 FH since aeroplane first flight	B	3 800 FC or 7 600 FH since last inspection per Airbus SB A320-53-1089 (any revision)	C	3 800 FC or 7 600 FH after the effective date of this AD, without exceeding 20 000 FC since the last inspection per Airbus SB A320-53-1089 (any revision)
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<p>Ref. Publications:</p>	<p>Airbus SB A320-53-1089 Revision 01 dated 04 June 1998, or Revision 02 dated 03 February 2003, or Revision 03 dated 18 March 2015.</p> <p>Airbus SB A320-53-1090 original issue dated 22 November 1995, or Revision 01 dated 10 June 1998, or Revision 02 dated 22 December 1998.</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 10 April 2015 as PAD 15-038 for consultation until 08 May 2015. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification 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. 								