



Airworthiness Directive

AD No.: 2016-0106R1

Issued: 20 December 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A321 aeroplanes

Effective Date: Revision 1: 03 January 2019
Original issue: 13 June 2016

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2016-0106 dated 06 June 2016.

ATA 53 – Fuselage – Frame 35.2A – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers.

Reason:

Following a new full scale fatigue test campaign on the A321 airframe, in the context of the A321 extended service goal, it was identified that cracks could develop on holes at frame (FR) 35.2A between stringers (STR) 22 and STR 23 on right hand (RH) and left hand (LH) sides, also on aeroplanes operated in the context of design service goal.

This condition, if not detected and corrected, could reduce the structural integrity of the fuselage.

Prompted by these findings, Airbus developed an inspection programme, published in Service Bulletin (SB) A320-53-1315 and SB A320-53-1316, each containing instructions for a different location, and EASA issued AD 2016-0106 to require repetitive special detailed (rototest) inspections (SDI) of the affected holes and, depending on findings, accomplishment of a repair.



Since that AD was issued, Airbus developed a modification which constitutes terminating action for the repetitive inspections, and published SB A320-53-1355 and SB A320-53-1356, providing modification instructions. On the publication date of this AD, modification SBs are available only for aeroplanes without Airbus modification (mod) 155607 embodied. Modification instructions for post-mod 155607 aeroplanes are expected to be published in the near future.

This AD is revised accordingly, introducing reference to that optional terminating action.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within the compliance time specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 21 500 flight cycles (FC) or 43 100 flight hours (FH), whichever occurs first, accomplish an SDI of the affected holes at FR35.2A between STR22 and STR23 at the locations as specified in Table 2 of this AD and in accordance with the instructions of the applicable Airbus SB as defined in Table 2 of this AD.

Table 1 – Inspection Threshold

Compliance Time (whichever occurs later, A or B)	
A	Before exceeding 25 400 FC or 50 900 FH, whichever occurs first since aeroplane first flight
B	Within 3 300 FC after 13 June 2016 [the effective date of the original issue of this AD]

Table 2 – Locations and Applicable Inspection SB and (optional) Modification SB

Location	Inspection SB	Modification SB
FR 35.2A RH side	A320-53-1315	A320-53-1355
FR 35.2A LH side	A320-53-1316	A320-53-1356

Corrective Action(s):

- (2) If, during any SDI as required by paragraph (1) of this AD, any crack is found, before next flight, contact Airbus to obtain approved repair instructions and accomplish those instructions accordingly.

Terminating Action:

- (3) Repair of an aeroplane as required by paragraph (2) of this AD does not constitute terminating action for the repetitive SDI as required by paragraph (1) of this AD for that aeroplane, unless specified otherwise in the instructions provided by Airbus.
- (4) Modification of an aeroplane in accordance with the instructions of the applicable modification SB, at the related location as defined in Table 2 of this AD, constitutes terminating action for the repetitive SDI inspections as required by paragraph (1) of this AD for that aeroplane, at that location.



Ref. Publications:

Airbus SB A320-53-1315 original issue dated 13 January 2016.

Airbus SB A320-53-1316 original issue dated 13 January 2016.

Airbus SB A320-53-1355 original issue dated 20 December 2017.

Airbus SB A320-53-1356 original issue dated 20 December 2017.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The original issue of this AD was posted on 05 April 2016 as PAD 16-049 for consultation until 19 April 2016. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. 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 .

