



Airworthiness Directive

AD No.: 2018-0218

[Correction: 26 October 2018]

Issued: 11 October 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):

A318, A319, A320 and A321 aeroplanes

Effective Date: 25 October 2018

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2007-0067R1 dated 07 June 2007.

ATA 57 – Wings – Center and Outer Wing Box at Level of Rib 1 Junction – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A318-111, A318-112, A318-121, A318-122, 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:

- aeroplanes on which Airbus modification (mod) 33421 was fully embodied in production, and
- A318 aeroplanes on which Airbus mod 39195 was embodied in production, or Airbus Service Bulletin (SB) A320-00-1219 was embodied in service, and
- A319 aeroplanes on which Airbus mod 28238, 28162 and 28342 were embodied in production, and
- A319 or A320 aeroplanes on which Airbus SB A320-57-1131, or SB A320-57-1137, or SB A320-57-1140 (at any revision) was accomplished, as applicable.

Reason:

Taperlocks used in the wing-to-fuselage junction at Rib 1 were found to be non-compliant with the applicable specification, resulting in a loss of pre-tension in the fasteners.



This condition, if not detected and corrected, could affect the structural integrity of the aeroplane. To address this potential unsafe condition, Airbus issued SB A320-57-1129 and SB A320-57-1130, later revised twice, providing instructions for repetitive internal inspections of the lower stiffeners and for repetitive external inspections of the lower panels of the center and outer wing box at the level of Rib 1 junction. Consequently, EASA issued AD 2007-0067, later revised, to require accomplishment of these inspections.

Since EASA AD 2007-0067R1 was issued, new events and the results of studies identified an aging effect on these parts. Prompted by these findings, Airbus revised SB A320-57-1129 (now at Revision 05) and A320-57-1130 (now at Revision 04), expanding the applicability, modifying the area to be inspected and updating the inspection intervals.

For the reasons stated above, this AD retains the requirements of EASA AD 2007-0067R1, which is superseded, expands the Applicability, modifies the areas to be inspected and revises the inspection thresholds and intervals.

This AD is republished to correct typographical errors in paragraph (2) and in Tables 1 and 3.

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

Required as indicated, unless accomplished previously:

Repetitive Inspections:

- Within the compliance time defined in Table 1 of this AD, and, thereafter, at intervals not to exceed the values defined in Table 2 of this AD, as applicable, accomplish an internal Special Detailed Inspection (SDI) of the center and outer wing box lower stiffeners at the level of Rib 1 junction on both Left Hand (LH) and Right Hand (RH) sides, in accordance with the instructions of Airbus SB A320-57-1129 Revision 05.

Table 1 – Inspection Threshold for Airbus SB A320-57-1129 Revision 05

Aeroplanes (all models)	Compliance Time	
A318	Before exceeding 96 000 Flight Hours (FH) or 48 000 Flight Cycles (FC), whichever occurs first since aeroplane first flight	
A319	(whichever occurs later, A or B)	
	A	Before exceeding 96 000 FH or 48 000 FC, whichever occurs first since aeroplane first flight
	B	Within 3 months after the effective date of this AD
A320	(whichever occurs later, A or B)	
	A	Before exceeding 96 000 FH or 48 000 FC, whichever occurs first since aeroplane first flight
	B	Before exceeding 34 900 FH or 17 400 FC, whichever occurs first since last SDI in accordance with Airbus SB A320-57-1129 original issue, or Revision 01, or Revision 02, or Revision 03, or Revision 04



Table 1 – Inspection Threshold for Airbus SB A320-57-1129 Revision 05 (cont'd)

Aeroplanes (all models)	Compliance Time	
A321	(whichever occurs later, A or B)	
	A	Before exceeding 87 600 FH or 43 800 FC, whichever occurs first since aeroplane first flight
	B	Within 3 months after the effective date of this AD

Table 2 – Inspection Intervals for Airbus SB A320-57-1129 Revision 05

Aeroplanes (all models)	Compliance Time (FH or FC, whichever occurs first)
A318, A319, A320	34 900 FH or 17 400 FC
A321	29 800 FH or 14 900 FC

- (2) Within the compliance time defined in Table 3 of this AD, and thereafter at intervals not to exceed the values defined in Table 4 of this AD, as applicable, accomplish an external SDI of the center and outer wing box lower panels at the level of Rib 1 junction on both LH and RH sides, in accordance with the instructions of Airbus SB A320-57-1130 Revision 04.

Table 3 – Inspection Threshold for Airbus SB A320-57-1130 Revision 04

Aeroplanes (all models)	Compliance Time	
A318	Before exceeding 96 000 FH or 48 000 FC, whichever occurs first since aeroplane first flight	
A319	(whichever occurs later, A , B or C)	
	A	Before exceeding 96 000 FH or 48 000 FC, whichever occurs first since aeroplane first flight
	B	Before exceeding 18 300 FH or 9 100 FC, whichever occurs first since last SDI in accordance with Airbus SB A320-57-1130 original issue, or Revision 01, or Revision 02, or Revision 03
A320	(whichever occurs later, A or B)	
	A	Before exceeding 96 000 FH or 48 000 FC, whichever occurs first since aeroplane first flight
	B	Before exceeding 19 800 FH or 9 900 FC, whichever occurs first since last SDI in accordance with Airbus SB A320-57-1130 original issue, or Revision 01, or Revision 02, or Revision 03



Table 3 – Inspection Threshold for Airbus SB A320-57-1130 Revision 04 (cont'd)

Aeroplanes (all models)	Compliance Time	
A321	(whichever occurs later, A or B)	
	A	Before exceeding 91 800 FH or 45 900 FC, whichever occurs first since aeroplane first flight
	B	Within 3 months after the effective date of this AD

Table 4 – Inspection Intervals for Airbus SB A320-57-1130 Revision 04

Aeroplanes (all models)	Compliance Time (FH or FC, whichever occurs first)
A318	21 800 FH or 10 900 FC
A319	18 300 FH or 9 100 FC
A320	19 800 FH or 9 900 FC
A321	19 400 FH or 9 700 FC

Corrective Actions:

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

Terminating Action:

- (4) Repair of an aeroplane as required by paragraph (3) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) or (2) of this AD for that aeroplane, unless specified otherwise in the instructions provided by Airbus.
- (5) Modification of an aeroplane in accordance with the instructions of Airbus SB A320-57-1131 (any revision), or SB A320-57-1137 (any revision), or SB A320-57-1140 (any revision), as applicable, constitutes terminating action for the repetitive inspections as required by paragraphs (1) and (2) of this AD for that aeroplane.

Ref. Publications:

Airbus SB A320-57-1129 original issue dated 10 September 2004, or Revision 01 dated 28 July 2006, or Revision 02 dated 17 July 2007, or Revision 03 dated 18 December 2015, or Revision 04 dated 09 May 2016, or Revision 05 dated 21 December 2017.

Airbus SB A320-57-1130 original issue dated 10 September 2004, or Revision 01 dated 28 July 2006, or Revision 02 dated 17 July 2007, or Revision 03 dated 09 May 2016, or Revision 04 dated 21 December 2017.

Airbus SB A320-57-1131 original issue dated 21 November 2006, or Revision 01 dated 15 February 2011, or Revision 02 dated 25 November 2013, or Revision 03 dated 29 June 2015.



Airbus SB A320-57-1137 original issue dated 21 November 2006, or Revision 01 dated 25 November 2013, or Revision 02 dated 26 April 2014.

Airbus SB A320-57-1140 original issue dated 21 November 2006, or Revision 01 dated 25 November 2013, or Revision 02 dated 07 November 2014.

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. This AD was posted on 11 July 2018 as PAD 18-092 for consultation until 08 August 2018. 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.

