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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A320/48 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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### Airbus Industrie A319, A320, and A321 Series Aeroplanes

**AD/A320/48  
Amdt 1**

**Wing Rear Spar between Ribs 1 and 2**

**13/2002**

**Applicability:** Model A320-111, -211, and 231 aircraft, Manufacturing Serial Number (MSN) 002 through 071, except for aircraft with Airbus Modification No. 21233 incorporated in production or Airbus Service Bulletin A320-57-1021 incorporated in-service.

**Requirement:** Inspect in accordance with the requirements of DGAC AD 2002-531(B).

*Note: Airbus Service Bulletins A320-57-1020 original issue, A320-57-1020 Revision 1, A320-57-1020 Revision 2, and A320-57-1021 refer.*

**Compliance:** As specified in the Requirement document, with a revised effective date of 26 December 2002.

This Amendment becomes effective on 26 December 2002.

**Background:** Full-scale fatigue tests revealed cracking in the wing rear spar between ribs 1 and 2.

Amendment 1 is issued in response to a new DGAC AD which introduces revised inspection threshold and intervals, as a result of a review of A320 in-service aircraft fleet mission parameters and those originally considered.

The original issue of this Airworthiness Directive became effective on 27 April 1995.



David Alan Villiers  
Delegate of the Civil Aviation Safety Authority

15 November 2002