
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A320/90 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.

Airbus Industrie A319, A320 and A321 Series Aeroplanes

AD/A320/90 **Fuselage Frame 46 / Stringer 37 Intersection** **7/2002**
Amdt 1

Applicability: All Model A320-111, -211, 212, and 231 aircraft without Modification 21202 incorporated at production or Service Bulletin A320-53-1033 incorporated in-service.

Requirement:

1. Perform an ultrasonic inspection of the bottom panel of the keel beam at the pressure bulkhead frame 46/stringer 37 intersection and repair if required, in accordance with Service Bulletin A320-53-1034 Revision 2.
2. Depending upon the inspection result, repeat the Requirement 1 inspection.

Note 1: Repetitive inspections are not required on the area where a repair procedure is performed in accordance with the Requirement document.

Note 2: DGAC AD 2002-260(B) refers.

Compliance:

1. Unless already accomplished, at the latest of the following thresholds:
 - a. Before accumulating 24,200 flight cycles or 48,400 flight hours, whichever occurs first; or,
 - b. Within 3,500 flight cycles from 11 July 2002; without exceeding 30,000 total flight cycles.
2. At the intervals specified in the Requirement document.

This Amendment becomes effective on 11 July 2002.

Background: During full scale fatigue test, cracks were detected on the bottom panel of the keel beam at the bulkhead frame 46/stringer 37 intersection.

Airbus Industrie A319, A320 and A321 Series Aeroplanes

AD/A320/90 Amdt 1 (Continued)

Amendment 1 is issued in response to a revision of the Requirement document and related DGAC AD which introduce 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 29 January 1998



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

27 May 2002