


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2015-0062</b></p> <p><b>Date: 22 April 2015</b></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><b>Type Approval Holder's Name :</b> AIRBUS</p>	<p><b>Type/Model designation(s) :</b> A319 and A320 aeroplanes</p>	
<p>TCDS Number: EASA.A.064</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: This AD supersedes EASA AD 2011-0134 dated 15 July 2011.</p>		
<b>ATA 53</b>	<b>Fuselage – Keel Beam Side Panels – Inspection</b>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-231, A320-232 and A320-233 aeroplanes, all manufacturer serial numbers, except those having embodied Airbus modification (mod) 30355 in production.</p>	
<p>Reason:</p>	<p>During certification structural fatigue tests, several cases of structural damage (cracks) have been found on keel beam side panels. Cracks were observed on both sides of the keel beam around the rivets below the center wing box between frame (FR) 40 and FR 42, and in part of the area of the upper elliptical cut out forward of FR 41.</p> <p>This condition, if not detected and corrected, would adversely affect the structural integrity of the aeroplane.</p> <p>To address this unsafe condition, DGAC France issued AD 2003-146 to require repetitive detailed inspections of the affected areas and, depending on findings, corrective action(s).</p> <p>After that AD was issued, prompted by reported access difficulties and to allow extension of the interval between two consecutive inspections, Airbus validated an Eddy-current (EC) Non-Destructive Test (NDT) inspection. Consequently, EASA issued AD 2011-0134, retaining the requirements of DGAC France AD 2003-146, which was superseded, but to require repetitive special detailed (EC NDT) inspections (SDI) in lieu of detailed inspections.</p> <p>Since EASA AD 2011-0134 was issued, Airbus issued Service Bulletin (SB) A320-53-1060 Revision 05 that includes repair instructions for cases where, during inspection, findings are made in Area A and repair must be done before next flight. The SB also indicates that post-mod 25716 aeroplanes do</p>	

	<p>not need to have Area A inspected.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2011-0134, which is superseded, but to require accomplishment of the inspections and repair instructions of Airbus SB A320-53-1060 Revision 05.</p>																
Effective Date:	06 May 2015																
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p>(1) Initially, within the compliance time(s) as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not exceeding 12 000 flight cycles (FC) or 26 700 flight hours (FH), whichever occurs first, accomplish a SDI (EC NDT) of the area A (except as specified in paragraph (2) of this AD) and area B, as defined in, and in accordance with the instructions of, Airbus SB A320-53-1060 Revision 05.</p> <p>Note: Areas to be inspected are those defined in Airbus SB A320-53-1060 Revision 05 and the associated Non-Destructive Test Manual (NTM) task 53-30-02-250-801 will be revised accordingly.</p> <p style="text-align: center;">Table 1 – Initial SDI</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2">Compliance Time (whichever occurs later, <b>A</b> or <b>B</b>)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"><b>A</b></td> <td>Before exceeding 24 200 FC or 48 400 FH, whichever occurs first since Airbus date of manufacture</td> </tr> <tr> <td style="text-align: center;"><b>B</b></td> <td>           Within 3 500 FC after 26 April 2003 [the effective date of DGAC France AD 2003-146] without exceeding 4 300 FC or 9 600 FH, whichever occurs first since the latest visual inspection, if accomplished, in accordance with the instructions of (as applicable):           <ul style="list-style-type: none"> <li>- Airbus A318/A319/A320/A321 Airworthiness Limitation Items document AI/SE-M4/95A.0252/96 up to issue 05 (inclusive), task 533142-01-1, or</li> <li>- Maintenance Review Board Report, up to Revision 08 (inclusive), or</li> <li>- Airbus SB A320-53-1060 original issue, or Revision 01.</li> </ul> </td> </tr> </tbody> </table> <p>(2) For aeroplanes that have embodied Airbus mod 25716 in production, area A, as defined in Airbus SB A320-53-1060 Revision 05, does not need to be inspected.</p> <p>(3) For aeroplanes that have allowable damage in Area A, as defined in Airbus SB A320-53-1060 up to Revision 04 (inclusive), within the compliance time(s) specified in Table 2 of this AD, as applicable, depending on crack length, accomplish the repair, as applicable, in accordance with the instructions of Airbus SB A320-53-1060 Revision 05.</p> <p style="text-align: center;">Table 2 – Allowable Damage / Repair</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Crack Length (mm)</th> <th>Compliance Time (whichever occurs first since last inspection, FC or FH)</th> </tr> </thead> <tbody> <tr> <td>Less than 5</td> <td>7 500 FC or 16 700 FH</td> </tr> <tr> <td>Equal to or more than 5, less than 10</td> <td>4 000 FC or 8 900 FH</td> </tr> <tr> <td>Equal to or more than 10, less than 15</td> <td>1 700 FC or 3 800 FH</td> </tr> <tr> <td>Equal to or more than 15, less than 20</td> <td>860 FC or 1 800 FH</td> </tr> </tbody> </table>	Compliance Time (whichever occurs later, <b>A</b> or <b>B</b> )		<b>A</b>	Before exceeding 24 200 FC or 48 400 FH, whichever occurs first since Airbus date of manufacture	<b>B</b>	Within 3 500 FC after 26 April 2003 [the effective date of DGAC France AD 2003-146] without exceeding 4 300 FC or 9 600 FH, whichever occurs first since the latest visual inspection, if accomplished, in accordance with the instructions of (as applicable): <ul style="list-style-type: none"> <li>- Airbus A318/A319/A320/A321 Airworthiness Limitation Items document AI/SE-M4/95A.0252/96 up to issue 05 (inclusive), task 533142-01-1, or</li> <li>- Maintenance Review Board Report, up to Revision 08 (inclusive), or</li> <li>- Airbus SB A320-53-1060 original issue, or Revision 01.</li> </ul>	Crack Length (mm)	Compliance Time (whichever occurs first since last inspection, FC or FH)	Less than 5	7 500 FC or 16 700 FH	Equal to or more than 5, less than 10	4 000 FC or 8 900 FH	Equal to or more than 10, less than 15	1 700 FC or 3 800 FH	Equal to or more than 15, less than 20	860 FC or 1 800 FH
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	<p>(4) If, during any SDI as required by paragraph (1) of this AD, cracks are detected in Area A, before next flight, accomplish a repair in accordance with the instructions of Airbus SB A320-53-1060 at Revision 05.</p> <p>(5) If, during any SDI as required by paragraph (1) of this AD, cracks are detected in Area B, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.</p> <p>(6) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A320-53-1060 at original issue up to Revision 04 (inclusive), are acceptable to comply with the initial requirements of this AD.</p> <p>(7) Accomplishment of a repair as required by paragraph (3), (4) or (5) of this AD, as applicable, constitutes terminating action for the repetitive SDI required by paragraph (1) of this AD, unless the approved repair instructions provided by Airbus, as defined in paragraph (5) of this AD, specify otherwise.</p>
Ref. Publications:	<p>Airbus SB A320-53-1060 original issue dated 19 June 2002, or Revision 01 dated 04 April 2004, or Revision 02 dated 30 November 2010, or Revision 03 dated 20 January 2012, or Revision 04 dated 13 September 2012, or Revision 05 dated 22 January 2015.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 04 March 2015 as PAD 15-022 for consultation until 04 March 2015. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</li> </ol>