Airworthiness Directive

AD No.: 2016-0146R1

Issued: 26 July 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:
AIRBUS

Type/Model designation(s):
A321 aeroplanes

Effective Date:	Revision 1: 26 July 2018 Original issue: 03 August 2016
TCDS Number(s):	EASA.A.064
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2016-0146 dated 20 July 2016.

ATA 53 – Fuselage – Frame 35 / Slidebox Junction – 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, except aeroplanes which have embodied Airbus modification (mod) 161341 in production.

Reason:
Following the results of 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 the fastener holes of frame (FR) 35.1, FR 35.2, and FR 35.3 between stringers (STR) 29 and STR 32 and at the FR 35.2 to Slidebox junction (Triform fitting), both left hand (LH) and right hand (RH) sides.

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) A320-53-1308, SB A320-53-1309, SB A320-53-1310, SB A320-53-1311, SB A320-53-1312 and SB A320-53-1313, each containing instructions for a specific location, and EASA issued AD 2016-0146 to require repetitive special detailed inspections (SDI) of the affected frame locations 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 A320-53-1345, SB A320-53-1346, SB A320-53-1347, SB A320-53-1348, SB A320-53-1349 and SB A320-53-1350, providing modification instructions.

It has also been determined that the inspection instructions provided through the above-mentioned inspection programme are not applicable to aeroplanes having mod 161341 embodied in production.

This AD is revised accordingly, introducing reference to optional terminating action and reducing the applicability.

Further AD action is expected when inspection instructions for post-mod 161341 aeroplanes will be published.

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

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Within the compliance specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 5 300 flight cycles (FC), accomplish an SDI at the locations of FR 35 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 (see Note 1 of this AD)

Accumulated FC	Compliance Time
up to 18 300	Before exceeding 18 300 FC, or within 5 300 FC after 03 August 2016 [the effective date of the original issue of this AD], whichever occurs later
more than 18 300	Before exceeding 23 600 FC, or within 2 100 FC after 03 August 2016 [the effective date of the original issue of this AD], whichever occurs later

Note 1: Unless otherwise specified, the FC indicated in Table 1 of this AD are those accumulated by the aeroplane on 03 August 2016 [the effective date of the original issue of this AD] since its first flight.

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

Location	Inspection SB	Modification SB
FR 35.1 LH side	A320-53-1308	A320-53-1348
FR 35.1 RH side	A320-53-1309	A320-53-1345
FR 35.2 LH side	A320-53-1310	A320-53-1349
FR 35.2 RH side	A320-53-1311	A320-53-1346
FR 35.3 LH side	A320-53-1312	A320-53-1350
FR 35.3 RH side	A320-53-1313	A320-53-1347

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 inspections as required by paragraph (1) of this AD for that aeroplane, at that location.

Ref. Publications:

Airbus SB A320-53-1308 original issue, dated 04 November 2015.

Airbus SB A320-53-1309 original issue, dated 04 November 2015.

Airbus SB A320-53-1310 original issue, dated 04 November 2015.

Airbus SB A320-53-1311 original issue, dated 04 November 2015.

Airbus SB A320-53-1312 original issue, dated 04 November 2015.

Airbus SB A320-53-1313 original issue, dated 04 November 2015.

Airbus SB A320-53-1345 original issue, dated 23 November 2017.

Airbus SB A320-53-1346 original issue, dated 23 November 2017.

Airbus SB A320-53-1347 original issue, dated 23 November 2017.

Airbus SB A320-53-1348 original issue, dated 23 November 2017.

Airbus SB A320-53-1349 original issue, dated 23 November 2017.

Airbus SB A320-53-1350 original issue, dated 23 November 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 01 June 2016 as PAD 16-083 for consultation until 15 June 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.