European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2024-0201R1

Issued: 02 December 2024

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:
AIRBUS S.A.S.

Type/Model designation(s):
A319, A320 and A321 aeroplanes

Effective Date: Revision 1: 09 December 2024
Original Issue: 04 November 2024

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2024-0201 dated 21 October 2024.

ATA 57 – Wings – Outer Wing Bottom Buttstrap – Inspections

Manufacturer(s):
Airbus, formerly Airbus Industrie

Applicability:
Airbus 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, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers.

Definitions:
For the purpose of this AD, the following definitions apply:

Affected area: Bottom wing surface area between rib 19 and rib 21 forward of stringer 8 both left-hand (LH) and right-hand (RH) sides.

The AOT: Airbus Alert Operators Transmission (AOT) A57N024-24.

Groups:
Group 1 aeroplanes are A319 aeroplanes on which Airbus modification (mod) 160500 was embodied in production, or on which Airbus Service Bulletin (SB) A320-57-1173 or SB A320-57-1186 was embodied in service; except those which are Group 2 aeroplanes.

Group 2 aeroplanes are A319 aeroplanes on which Airbus mod 28162, mod 28238 and mod 28342 were embodied in production (commercial designation “A319 Corporate Jet”), and on which Airbus mod 160500 was embodied in production or Airbus SB A320-57-1173 or SB A320-57-1186 was embodied in service.

Group 3 aeroplanes are A320 aeroplanes on which Airbus mod 160500 was embodied in production, or on which Airbus SB A320-57-1173 or SB A320-57-1186 was embodied in service.

Group 4 aeroplanes are A321 aeroplanes on which Airbus mod 160023 was embodied in production, or on which Airbus SB A320-57-1187 was embodied in service.

Group 5 aeroplanes are those aeroplanes which are neither Group 1, 2, 3 nor 4.

Reason:

Cracks were found following fatigue tests for the new lower wing cover material on aeroplanes equipped with sharklets.

This condition, if not detected and corrected, could reduce the structural integrity of the outer wing.

To address this potential unsafe condition, Airbus issued the AOT, providing inspection instructions.

For the reasons described above, EASA issued AD 2024-0201 to require repetitive inspections of the wing surface area between rib 19 and rib 21, forward of stringer 8, both LH and RH sides, and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, comments have been received seeking clarification about the allowance to defer the compliance time as specified in paragraph (2) .

This AD is revised to add Note 1 for clarification, and to amend the definition of the inspection method to special detailed inspection (SDI).

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

(1) For Group 1, 2, 3 and 4 aeroplanes: Before exceeding the thresholds and, thereafter, at intervals not exceeding the values as defined in Table 1 of this AD, as applicable, accomplish a SDI in accordance with the instructions of the AOT.

Table 1 – Compliance Time

	Thresholds (A or B, whichever occur later)	**Intervals** (Whichever occurs first)
Group 1 and **Group 3**	A) 51 200 flight hours (FH) or 25 600 flight cycles (FC) since first flight, whichever occurs first B) Within 3 months after 04 November 2024 [the effective date of the original issue of this AD]	15 800 FH or 7 900 FC
Group 2	A) 41 200 FH or 9 600 FC since first flight, whichever occurs first B) Within 3 months after 04 November 2024 [the effective date of the original issue of this AD]	12 400 FH or 2 900 FC
Group 4	A) 30 600 FH or 15 300 FC since first flight, whichever occurs first B) Within 3 months after 04 November 2024 [the effective date of the original issue of this AD]	9 000 FH or 4 500 FC

(2) Depending on the aeroplane configuration and cumulated FH or FC, as applicable, it is allowed to defer the initial inspection threshold as defined in paragraph (1) of this AD in accordance with the instructions of paragraph 5.1 of the AOT (see Note 1 of this AD).

Note 1: For deferring the initial inspection threshold in accordance with the instructions of paragraph 5.1 of the AOT 'from AOT effective date', the AOT effective date must be used.

Corrective Action(s):

(3) If, during any SDI as required by paragraph (1) of this AD, discrepancies are detected, as identified in the AOT, before next flight, contact Airbus for approved repair instructions and, within the compliance time(s) specified therein, accomplish those instructions accordingly.

Modification:

(4) For Group 5 aeroplanes: From the effective date of this AD, following modification of an aeroplane in accordance with the instructions of Airbus SB A320-57-1173, SB A320-57-1186 or SB A320-57-1187, as applicable, the aeroplane becomes a Group 1, 2, 3 or 4 aeroplane, as applicable, and inspections and, depending on findings, corrective action(s) must be accomplished as required by this AD.

Terminating Action:

(5) None.

Ref. Publications:

Airbus AOT A57N024-24 original issue dated 11 September 2024.

The use of later approved revisions of the above-mentioned document 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 21 October 2024 for consultation until 18 November 2024. The Comment Response Document can be found in the EASA Safety Publications Tool, in a 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. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – 1IASA; E-mail: account.airworth-eas@airbus.com.