

|  <div style="text-align: center;"> 適航指令發布單 Airworthiness Directive Issuance Form </div> | | | |
|---|---|---------------------|-----------|
| 民航局 AD 編號 AD number | CAA-2016-07-011 | 發布日期 Date issued | 2016/7/26 |
| 適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable) | Airbus A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers. | | |
| 主旨摘要 | Fuselage - Frame 35 / Slidebox Junction - Inspection | | |
| 民航局 CAA <input type="checkbox"/> 本國產品 Native products <input type="checkbox"/> 其他個案 Other | 設計國民航主管機構 Original Authorities <input type="checkbox"/> FAA <input checked="" type="checkbox"/> EASA <input type="checkbox"/> Brazil <input type="checkbox"/> Transport Canada Civil Aviation <input type="checkbox"/> DGAC <input type="checkbox"/> Germany LBA <input type="checkbox"/> CAA-NL <input type="checkbox"/> UK CAA <input type="checkbox"/> Japan CAB <input type="checkbox"/> CAA of Israel <input type="checkbox"/> Other _____ | | |
| | 設計國 AD 編號 Original AD number | 2016-0146 | |
| | 1. 直接採用原 AD 之內容?(Is the original AD directly adopted?) <input checked="" type="checkbox"/> 是(Yes) <input type="checkbox"/> 否(No) _ a. 生效日期另訂為(Re-specify the effective date as) : _____ b. 執行時限另訂為(Re-specify the compliance time or period as) : _____ 2. 使用人是否需要將 AD 執行結果向民航局提出報告?(Do Users need to report the status of compliance to the CAA?) <input type="checkbox"/> 是(Yes) <input checked="" type="checkbox"/> 否(No) | | |
| 備註 Note | TAT 53. Ref. Publications: Airbus SB A320-53-1308 original issue, dated 04 November 2015. and Airbus SB A320-53-1309 original issue, dated 04 November 2015. and Airbus SB A320-53-1310 original issue, dated 04 November 2015. and Airbus SB A320-53-1311 original issue, dated 04 November 2015. | | |
| 註： 1. AD 內容後附。 2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。 3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail： adcaa@mail.caa.gov.tw Note： 1. The AD text is enclosed. 2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval. 3. For further information, please contact Civil Aeronautics Administration on Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail： adcaa@mail.caa.gov.tw | | | |



Airworthiness Directive

AD No.: 2016-0146

Issued: 20 July 2016

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: 03 August 2016

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

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.

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 different location. For the reasons described above, this AD requires repetitive special detailed (rototest) inspections (SDI) of the affected frame locations and, depending on findings, accomplishment of a repair.

This AD is considered an interim action, pending the development of a permanent solution.



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

Required as indicated, unless accomplished previously:

- (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 a SDI of FR 35 at the locations 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

| Aeroplane accumulated FC at the effective date of the AD | Compliance Time |
|---|---|
| up to 18300 FC | Before exceeding 18 300 FC since aeroplane first flight or within 5 300 FC from the effective date of this AD, whichever occurs later |
| more than 18300 FC | Before exceeding 23 600 FC since aeroplane first flight or within 2 100 FC from the effective date of this AD, whichever occurs later |

Table 2 – Inspection Locations and Applicable SB

| Location | SB |
|-----------------|--------------|
| FR 35.1 LH side | A320-53-1308 |
| FR 35.1 RH side | A320-53-1309 |
| FR 35.2 LH side | A320-53-1310 |
| FR 35.2 RH side | A320-53-1311 |
| FR 35.3 LH side | A320-53-1312 |
| FR 35.3 RH side | A320-53-1313 |

- (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.
- (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.

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.

The use of later approved revisions of these 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. 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 at <http://ad.easa.europa.eu>.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
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: account.airworth-eas@airbus.com.

