# 適航指令發布單
# Airworthiness Directive Issuance Form

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| 民航局 AD 編號<br>AD number | CAA-2020-03-002 修訂 | 發布日期<br>Date issued | 2020/3/3 |
| 適用之航空產品<br>Applied to (models, serial numbers or part numbers, as applicable) | Airbus A318-111, A318-112, A318-121, A318-122, 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, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 153126 or mod 153742 was embodied in production. | | |
| 主旨摘要 | Fuselage – Frame Foot Coupling at Frame 43 – Inspection / Repair | | |

**民航局 CAA**

☐本國產品 Native products

☐其他個案 Other

**設計國民航主管機構 Original Authorities**

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| ☐FAA | ☐Germany LBA |
| ■EASA | ☐CAA-NL |
| ☐Brazil | ☐UK CAA |
| ☐Transport Canada Civil Aviation | ☐Japan CAB |
| ☐DGAC | ☐CAA of Israel |
| | ☐Other_____ |

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| 設計國 AD 編號<br>Original AD number | 2020-0037Correction |

1. 直接採用原 AD 之內容?(Is the original AD directly adopted?)
   ■是(Yes) ☐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?)
   ☐是(Yes) ■否(No)

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| 備註<br>Note | Ref. Publications: Airbus SB A320-53-1269 original issue dated 17 January 2013, or Revision 01 dated 10 July 2013, or Revision 02 dated 07 February 2019. and Airbus SB A320-53-1270 original issue dated 17 January 2013, or Revision 01 dated 27 September 2013, or Revision 02 dated 11 April 2014. |

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

European Union Aviation Safety Agency

# Airworthiness Directive

**AD No.: 2020-0037**
**[Correction: 28 February 2020]**

**Issued: 27 February 2020**

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, 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 (EU) 2018/1139, Article 71 exemption].

**Design Approval Holder's Name:**
AIRBUS

**Type/Model designation(s):**
A318, A319, A320 and A321 aeroplanes

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| Effective Date: | 12 March 2020 |
| TCDS Number(s): | EASA.A.064 |
| Foreign AD: | Not applicable |
| Supersedure: | None |

## ATA 53 – Fuselage – Frame Foot Coupling at Frame 43 – Inspection / Repair

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**Manufacturer(s):**
Airbus, formerly Airbus Industrie

**Applicability:**
Airbus A318-111, A318-112, A318-121, A318-122, 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, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 153126 or mod 153742 was embodied in production.

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

**The inspection SB:** Airbus Service Bulletin (SB) A320-53-1269 Revision (Rev.) 02.

**The modification SB:** Airbus SB A320-53-1270 Rev. 02.

**Affected area:** Fastener holes of frame (FR) feet couplings on both left-hand (LH) side and right-hand (RH) side in the area of fuselage FR43.

**Reason:**

During scheduled maintenance on the first rivet hole of the affected area, cracks were detected on both LH and RH sides.

This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.

To address this unsafe condition, Airbus developed mod 153126 and mod 153742 for implementation on the production line. For aeroplanes in service, Airbus issued SB A320-53-1269, later revised, providing inspection and repair instructions (RI) R533-70232 and RI R533-70233, and SB A320-53-1270, later revised, providing modification instructions.

For the reasons described above, this AD requires a one-time special detailed inspection (SDI) of each affected area and, depending of findings, repair or modification.

This AD is republished to correct typographical errors.

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

Required as indicated, unless accomplished previously:

**Inspection(s)**:

(1) Within the compliance time as defined in Table 1 of this AD, as applicable, accomplish an SDI of each affected area in accordance with the instructions of the inspection SB.

Table 1 – SDI (see Note 1 of this AD)

<table>
<tr><th>Time Accumulated</th><th colspan="2">Compliance Time</th></tr>
<tr><td rowspan="3">Less than 40 000 flight cycles (FC) and less than 80 000 flight hours (FH)</td><td colspan="2">A or B, whichever occurs later</td></tr>
<tr><td>A</td><td>Before exceeding 24 000 FC or 48 000 FH, whichever occurs first since aeroplane first flight</td></tr>
<tr><td>B</td><td>Within 5 500 FC or 11 000 FH, whichever occurs first after the effective date of this AD, without exceeding 42 000 FC or 84 000 FH since aeroplane first flight</td></tr>
<tr><td>40 000 FC or more, or 80 000 FH or more</td><td colspan="2">Within 2 000 FC or 4 000 FH, whichever occurs first after the effective date of this AD</td></tr>
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Note 1: Unless indicated otherwise, the FC and FH specified in Table 1 of this AD are those accumulated, on the effective date of this AD, by the aeroplane since first flight.

**Corrective Action(s)**:

(2) If, during the SDI as required by paragraph (1) of this AD, any crack is detected in an affected area, before next flight, repair that affected area in accordance with the instructions of the inspection SB. For an affected area repaired in accordance with the instructions of the inspection SB, RI R533-70233, flowchart 3, within 15 000 FC after accomplishment of that repair, repair that affected area in accordance with the instructions of RI R533-70232.

(3) If, during the SDI as required by paragraph (1) of this AD, **no** crack is detected in an affected area, before next flight, modify that affected area in accordance with the instructions of the modification SB.

**Credit**:

(4) Inspection and repair, as applicable, of an affected area on an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of SB A320-53-1269 at original issue or Rev. 1, is acceptable to comply with the requirements of paragraphs (1) and (2) of this AD for that aeroplane for that affected area.

(5) Modification of an affected area on an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of SB A320-53-1270 at original issue or Rev. 02, is acceptable to comply with the inspection and modification requirements of paragraphs (1) and (3) of this AD for that aeroplane for that affected area.

(6) Repair of an affected area on an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of RI R533-70232 is acceptable to comply with the inspection and repair requirements of paragraphs (1) and (2) of this AD for that aeroplane for that affected area.

(7) Repair of an affected area on an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of RI R533-70233, flowchart 1 or 2, is acceptable to comply with the inspection and repair requirements of paragraphs (1) and (2) of this AD for that aeroplane for that affected area.

(8) Repair of an affected area of an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of RI R533-70233, flowchart 3, is acceptable to comply with the inspection and repair requirements of paragraphs (1) and (2) of this AD for that aeroplane for that affected area, provided that, in accordance with the applicable post repair instructions, within 15 000 FC after accomplishment of that repair, that affected area is repaired in accordance with the instructions of RI R533-70232.

(9) Modification of an affected area of an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of SB A320-53-1270 Rev. 1, amended with instructions provided by Airbus through Operators Information Transmission (OIT)-SBIT 13-0035 original issue, is acceptable to comply with the inspection and modification requirements of paragraphs (1) and (3) of this AD for that aeroplane for that affected area.

**Additional Work**:

(10) For an aeroplane on which an affected area was modified, before the effective date of this AD, in accordance with the instructions of SB A320-53-1270 Rev. 1, within the compliance time as defined in Table 1 of this AD, as applicable, accomplish the additional work, as applicable for that affected area, in accordance with the instructions of the modification SB, or contact Airbus for approved instructions and accomplish those instructions accordingly.

**Ref. Publications:**

Airbus SB A320-53-1269 original issue dated 17 January 2013, or Revision 01 dated 10 July 2013, or Revision 02 dated 07 February 2019.

Airbus SB A320-53-1270 original issue dated 17 January 2013, or Revision 01 dated 27 September 2013, or Revision 02 dated 11 April 2014.

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. This AD was posted on 28 November 2019 as PAD 19-209 for consultation until 26 December 2019. 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 Programming and Continued Airworthiness 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.