



適航指令發布單

Airworthiness Directive Issuance Form

民航局AD編號 AD number	CAA-2024-04-003	發布日期 Date issued	2024/04/19												
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	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, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers, except those having any of the following configurations: A319 aeroplanes on which Airbus modification (mod) 160001 was embodied in production; A319 aeroplanes on which Airbus Service Bulletin (SB) A320-57-1193 was embodied in service; A319 aeroplanes on which Airbus mod 28162, mod 28238 and mod 28342 were embodied in production; A320 aeroplanes on which Airbus mod 160001 was embodied in production; A320 aeroplanes on which Airbus SB A320-57-1193 was embodied in service; A321 aeroplanes on which Airbus mod 160021 was embodied in production.														
主旨摘要 Subject	Fuselage - Main Landing Gear Bay Rear Panel - Inspections														
民航局 CAA <input type="radio"/> 本國產品 Native product <input type="radio"/> 其他個案 Other	設計國民航主管機構 Original Authority <table><tr><td><input type="radio"/> FAA</td><td><input type="radio"/> Germany LBA</td></tr><tr><td><input checked="" type="radio"/> EASA</td><td><input type="radio"/> CAA-NL</td></tr><tr><td><input type="radio"/> Brazil</td><td><input type="radio"/> UK CAA</td></tr><tr><td><input type="radio"/> Transport Canada Civil Aviation</td><td><input type="radio"/> Japan CAB</td></tr><tr><td><input type="radio"/> DGAC</td><td><input type="radio"/> CAA of Israel</td></tr><tr><td></td><td><input type="radio"/> Other_____</td></tr></table>			<input type="radio"/> FAA	<input type="radio"/> Germany LBA	<input checked="" type="radio"/> EASA	<input type="radio"/> CAA-NL	<input type="radio"/> Brazil	<input type="radio"/> UK CAA	<input type="radio"/> Transport Canada Civil Aviation	<input type="radio"/> Japan CAB	<input type="radio"/> DGAC	<input type="radio"/> CAA of Israel		<input type="radio"/> Other_____
<input type="radio"/> FAA	<input type="radio"/> Germany LBA														
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<input type="radio"/> Transport Canada Civil Aviation	<input type="radio"/> Japan CAB														
<input type="radio"/> DGAC	<input type="radio"/> CAA of Israel														
	<input type="radio"/> Other_____														
	設計國AD編號 Original AD number	2024-0089													
備註 Note	ATA 53. Ref. Publications: Airbus SB A320-53-1527 original issue dated 11 December 2023.														

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)2349-6330 / 6332, Fax：(02)2545-8464, 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)2349-6330 / 6332, Fax：(02)2545-8464, adcaa@mail.caa.gov.tw



Airworthiness Directive

AD No.: 2024-0089

Issued: 15 April 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: 29 April 2024

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Revision: None

ATA 53 – Fuselage – Main Landing Gear Bay Rear Panel – 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, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers, except those having any of the following configurations:

A319 aeroplanes on which Airbus modification (mod) 160001 was embodied in production;

A319 aeroplanes on which Airbus Service Bulletin (SB) A320-57-1193 was embodied in service;

A319 aeroplanes on which Airbus mod 28162, mod 28238 and mod 28342 were embodied in production;

A320 aeroplanes on which Airbus mod 160001 was embodied in production;

A320 aeroplanes on which Airbus SB A320-57-1193 was embodied in service;

A321 aeroplanes on which Airbus mod 160021 was embodied in production.



Definitions:

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

Affected area: Main landing gear bay rear skin panel at stringer run-out at Frame 46 and Stringer 32, left-hand and right-hand sides.

The SB: Airbus SB A320-53-1527.

Reason:

During full-scale fatigue testing of the affected area, cracks were found.

This condition, if not detected and corrected, could lead to crack propagation, possibly resulting in reduced structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB, to provide inspection instructions of the affected area.

For the reason described above, this AD requires repetitive special detailed inspection (SDI) of the affected area.

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) Before exceeding the threshold as defined in Table 1 of this AD, and, thereafter, at intervals not to exceed 39 600 flight cycles (FC) or 79 200 flight hours (FH), whichever occurs first, accomplish an SDI of each affected area, in accordance with the instructions of the SB.

Table 1 - Initial SDI Inspection Thresholds

	Inspection Thresholds (whichever occurs later, A or B)
A	Before exceeding 48 000 FC or 96 000 FH, whichever occurs first since aeroplane first flight.
B	Within 5 000 FC or 10 000 FH, whichever occurs first after the effective date of this AD, but not exceeding 60 000 FC or 120 000 FH, whichever occurs first since aeroplane first flight.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, as defined in the SB, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.



Terminating Action:

- (3) Accomplishment of the corrective action(s) on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspection as required by paragraph (1) of this AD for that aeroplane, unless otherwise stated in the repair instructions provided by Airbus.

Ref. Publications:

Airbus SB A320-53-1527 original issue dated 11 December 2023.

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. This AD was posted on 08 March 2024 as PAD 24-031 for consultation until 05 April 2024. 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](#). 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.

