AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A320/172 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Airbus Industrie A319, A320 and A321 Series Aeroplanes

AD/A320/172  Main Landing Gear Support Rib 5  5/2006
Amdt 1  DM

Applicability: All Model A319, A320, and A321 aircraft; except aircraft with Airbus Modification 32025 incorporated in production, or Airbus Service Bulletin A320-57-1118 incorporated in service.

Requirement: Action in accordance with the requirements of EASA AD 2006-0069-E.

Note: Airbus A318/A319/A320/A321 Non-destructive Testing Manuals 51-90-00 revision dated February 2003, 57-29-03 revision dated February 2005, and 57-29-04 revision dated March 2005, or later EASA approved revisions, refer.

Compliance: As specified in the Requirement document, with a revised effective date of 4 April 2006.

This Amendment becomes effective on 4 April 2006.

Background: A report was received of a crack in the forward lug of the right hand main landing gear support rib 5. Such cracking could affect the structural integrity of the main landing gear.

Amendment 1 is issued in response to a new EASA AD, which introduces a repetitive detailed visual inspection to be performed on a weekly basis. A new crack was recently discovered in the same affected area on another aircraft. Further investigation highlighted the need to reduce the interval of the repetitive inspection of the forward lug of the main landing gear support rib 5, on both left and right hand sides.

David Villiers
Delegate of the Civil Aviation Safety Authority

30 March 2006