AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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/A320/205 Wing Dry Bay Skin 5/2007

Applicability: All Model A319, A320 and A321 aircraft, all serial numbers, on which zonal tasks ZL-540-02 and ZL-640-02 have already been performed before the effective date of this Directive, and for which it cannot be confirmed that access panels 540CZ, 540DZ, 640CZ and 640DZ were removed for inspection.

Aircraft on which zonal tasks ZL-540-02 and ZL-640-02 have been performed in accordance with AMM 05-25-40 at the August 2001 revision, or later revision, are not affected by the requirements of this Directive.

Aircraft to be delivered after 13 March 2007 are not affected by the requirements of this Directive.

Requirement: Action in accordance with the requirements of EASA AD 2007-0064.

Note: AIRBUS Service Bulletin A320-57-1121 original issue, or later EASA approved revision, refers.

Compliance: As specified in the Requirement document, with a revised effective date of 10 May 2007.

This Airworthiness Directive becomes effective on 10 May 2007.

Background: During scheduled maintenance on two aircraft, corrosion was found on the upper surface of the wing lower skin panel No. 1, inside the right hand inboard dry bay. Inspection of the affected area is covered by MRB Report, Revision 11, by SSI task 572061-01-1. This requirement is transferred to the MRBR Zonal Inspection Programme, and the MRBR access requirements for zonal tasks ZL-540-02-1 and ZL-640-02-1 includes removing the affected access panels. It was discovered that the affected access panels had been omitted from the associated AMM task until the August 2001 revision.

David Punshon
Delegate of the Civil Aviation Safety Authority

28 March 2007