



REPUBLIC OF ALBANIA



AUTORITETI I AVIACIONIT CIVIL

ALBANIAN CIVIL AVIATION AUTHORITY

AIRWORTHINESS DIRECTIVE

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ACAA-DFS-AD-No.002

Issue: 01, Revision 00

Date: 12.07.2024

Approved by:



Maksim Et'hemaj

Executive Director of Albanian Civil Aviation Authority

### 0.1 Record of Amendments

The table below describes the dates and reason for the different amendments of the current procedure. A vertical black line on the left-hand side of the page identify the changes with the previous version.

Issue No.	Revision No.	Date	Amended by	Reason
01	00	12.07.2024	SAW	Initial Issue

### 0.2 Revision table

Page #	Issue No.	Revision No.	Date	Edited by

**1. Name of the AD:**

EASA AD No.: 2024-0027, ATA 57 – Wings – Bottom Wing Skin Panel 2 – Inspection

**2. Full Description of the AD:**

This Airworthiness Directive (AD) mandates inspections of the bottom wing skin panel attachment holes on Airbus A319, A320, and A321 aeroplanes, addressing potential fatigue cracking in areas affected by Sharklet installation. The AD includes inspections, corrective actions, and specific repair requirements to maintain structural integrity..

**3. Issued and Effective Dates:**

Issued: 25 January 2024

Effective: 08 February 2024

**4. Full List of Aircraft Affected:**

Airbus A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A319-151N, A319-153N, A319-171N, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-271N, A321-271NX, A321-272N and A321-272NX aeroplanes, all manufacturer serial numbers.

**5. Description of How It Can Be Resolved:**

Inspections:

Group 1 Aeroplanes: Perform a Detailed Visual Inspection (DET) of affected areas before exceeding specified flight cycles (FC) or flight hours (FH), as detailed in Tables 1 and 2 of Appendix 1.

Group 2 Aeroplanes: Inspections are required after modification in accordance with specified service bulletins (SBs) or modifications (Mods).

Corrective Actions:

If any discrepancies are detected during inspections, contact Airbus for approved repair instructions and complete repairs as specified before the next flight.

Reporting:

Report inspection results to Airbus within 30 days of each DET, including findings and no findings.

Post-Repair Inspections:

For post-repair inspections, follow Airbus-approved instructions for continuous monitoring.

Terminating Action:

Accomplishing repairs and post-repair inspections in line with Airbus instructions may terminate repetitive inspections, as specified by the AD.

Additional Requirements:

For A321 NEO aeroplanes, ensure compliance with updated bush installation instructions and specific SRM task steps.



For any questions regarding this AD, you can contact the EASA Safety Information Section at [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

For full compliance please refer to :

[https://ad.easa.europa.eu/blob/EASA\\_AD\\_2024\\_0027.pdf/AD\\_2024-0027\\_2](https://ad.easa.europa.eu/blob/EASA_AD_2024_0027.pdf/AD_2024-0027_2)