



REPUBLIC OF ALBANIA



AUTORITETI I AVIACIONIT CIVIL

ALBANIAN CIVIL AVIATION AUTHORITY

AIRWORTHINESS DIRECTIVE

ACAA-DFS-AD-No.018

Issue: 01, Revision 00

Date: 08.11.2024

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	08.11.2024	SAW	Initial Issue

0.2 Revision table

Page #.	Issue No.	Revision No.	Date	Edited by

1. Name of the AD:

EASA AD No. 2024-0135, ATA 53 – Fuselage – Centre Fuselage – Keel Beam Bottom Panel – Inspection

2. Full Description of the AD:

This Airworthiness Directive (AD) addresses a potential unsafe condition discovered during full-scale fatigue testing of the keel beam bottom panel in the center fuselage area between Frame 46 and stringer 37, on the left-hand and right-hand sides of Airbus A318, A319, A320, and A321 aeroplanes. Cracks were found in this area, which, if not detected and corrected, could lead to crack propagation and reduced structural integrity of the aircraft.

To mitigate this risk, the AD mandates repetitive Special Detailed Inspections (SDI) of the affected area based on specified thresholds and intervals. If discrepancies are found during inspection, corrective actions must be implemented in accordance with approved instructions from Airbus. The AD applies to specific configurations of Airbus A318, A319, A320, and A321 aeroplanes based on manufacturing modifications and service bulletin status.

3. Issued and Effective Dates:

- Issued: 10 July 2024
- Effective Date: 24 July 2024

Revision:

4. Full List of Aircraft Affected:

Airbus A318-111, A318-112, A318-121, A318-122 aeroplanes, all manufacturer serial numbers (MSN), except aeroplanes on which Airbus modification (mod) 39195 was embodied in production, or on which Airbus Service Bulletin (SB) A320-00-1219 was embodied in service; and
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 and A320-233 aeroplanes, all MSN having mod 31067 embodied in production, except aeroplanes having a configuration as below:
aeroplanes on which Airbus mod 160001 was embodied in production, or on which Airbus SB A320-57-1193 has been embodied in service;
and
Airbus A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all MSN, except aeroplanes on which Airbus mod 160021 was embodied in production.

5. Description of How It Can Be Resolved:

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 the values as defined in Table 1 of this AD, as applicable, accomplish an SDI of the affected area, in accordance with the instructions of the SB.

Table 1 - Initial and Repetitive SDI

Aeroplane Configuration	Inspection Thresholds (whichever occurs later, A or B)		Intervals (whichever occurs first)
Group 1	A	Before exceeding 28 200 flight cycles (FC) or 56 500 flight hours (FH), whichever occurs first since aeroplane first flight	20 000 FC or 40 000 FH
	B	Before exceeding 5 000 FC or 10 000 FH, whichever occurs first from the effective date of this AD, but not exceeding 53 400 FC or 106 800 FH, whichever occurs first since aeroplane first flight	
Group 2	A	Before exceeding 33 400 FC or 66 900 FH, whichever occurs first since aeroplane first flight	20 000 FC or 40 000 FH
	B	Before exceeding 5 000 FC or 10 000 FH whichever occurs first from the effective date of this AD, but not exceeding 59 800 FC or 119 600 FH, whichever occurs first since aeroplane first flight	
Group 3	A	Before exceeding 15 800 FC or 68 100 FH, whichever occurs first since aeroplane first flight	15 600 FC or 67 100 FH
	B	Before exceeding 2 500 FC or 10 750 FH, whichever occur first from the effective date of this AD	

Corrective Action(s):

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:

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 A320-53-1526 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.

The issue can be resolved by conducting repetitive SDIs of the affected keel beam bottom panel, as per the instructions outlined in Airbus Service Bulletin A320-53-1526. The inspections must be carried out within specific thresholds based on flight cycles or flight hours. If any discrepancies (such as cracks) are found during these inspections, Airbus must be contacted for approved repair instructions, and those instructions must be implemented before the next flight.

Compliance with the AD does not end with a single repair; inspections must continue unless otherwise specified in the repair instructions provided by Airbus.

For full compliance please refer to:

<https://ad.easa.europa.eu/ad/2024-0135>