



REPUBLIC OF ALBANIA



ALBANIAN CIVIL AVIATION AUTHORITY

AIRWORTHINESS DIRECTIVE

ACAA-DFS-AD-No.024

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.: 2024-0201, ATA 57 – Wings – Outer Wing Bottom Buttstrap – Inspections

2. Full Description of the AD:

This AD addresses potential structural integrity issues related to Airbus A319, A320, and A321 aeroplanes' outer wing bottom buttstrap. Cracks were identified during fatigue tests on aeroplanes equipped with sharklets, specifically between rib 19 and rib 21 forward of stringer 8, on both left-hand (LH) and right-hand (RH) sides of the wing. The AD requires repetitive detailed inspections (DET) of this wing surface area and mandates applicable corrective actions if any discrepancies are found. The inspections and required actions are laid out according to specific aircraft groups based on modifications made during production or service. The purpose is to prevent reduced structural integrity of the outer wing due to potential cracks.

3. Issued and Effective Dates:

□ Issued: 21 October 2024

□ Effective Date: 04 November 2024

Revision:

4. Full List of Aircraft Affected:

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, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers.

Affected area: Bottom wing surface area between rib 19 and rib 21 forward of stringer 8 both left-hand (LH) and right-hand (RH) sides.

The AOT: Airbus Alert Operators Transmission (AOT) A57N024-24.

Groups:

Group 1 aeroplanes are A319 aeroplanes on which Airbus modification (mod) 160500 was embodied in production, or on which Airbus Service Bulletin (SB) A320-57-1173 or SB A320-57-1186 was embodied in service; except those which are Group 2 aeroplanes.

Group 2 aeroplanes are A319 aeroplanes on which Airbus mod 28162, mod 28238 and mod 28342 were embodied in production (commercial designation "A319 Corporate Jet"), and on which Airbus mod 160500 was embodied in production or Airbus SB A320-57-1173 or SB A320-57-1186 was embodied in service.

Group 3 aeroplanes are A320 aeroplanes on which Airbus mod 160500 was embodied in production, or on which Airbus SB A320-57-1173 or SB A320-57-1186 was embodied in service.

Group 4 aeroplanes are A321 aeroplanes on which Airbus mod 160023 was embodied in production, or on which Airbus SB A320-57-1187 was embodied in service.

Group 5 aeroplanes are those aeroplanes which are neither Group 1, 2, 3 nor 4.

Reason:

Cracks were found following fatigue tests for the new lower wing cover material on aeroplanes equipped with sharklets.

This condition, if not detected and corrected, could reduce the structural integrity of the outer wing.

To address this potential unsafe condition, Airbus issued the AOT, providing inspection instructions.

For the reasons described above, this AD requires repetitive detail inspections (DET) of the wing surface area between rib 19 and rib 21, forward of stringer 8, both LH and RH sides, and, depending on findings, accomplishment of applicable corrective action(s).

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) For Group 1, 2, 3 and 4 aeroplanes: Before exceeding the thresholds and, thereafter, at intervals not exceeding the values as defined in Table 1 of this AD, as applicable, accomplish a DET in accordance with the instructions of the AOT.

Table 1 – Compliance Time

	Thresholds (A or B, whichever occur later)	Intervals (Whichever occurs first)
Group 1 and Group 3	(2) 51 200 flight hours (FH) or 25 600 flight cycles (FC) since first flight, whichever occurs first (3) Within 3 months after the effective date of this AD	15 800 FH or 7 900 FC
Group 2	A) 41 200 FH or 9 600 FC since first flight, whichever occurs first B) Within 3 months after the effective date of this AD	12 400 FH or 2 900 FC
Group 4	A) 30 600 FH or 15 300 FC since first flight, whichever occurs first B) Within 3 months after the effective date of this AD	9 000 FH or 4 500 FC

- (2) Depending on the aeroplane configuration and cumulated FH or FC, as applicable, it is allowed to defer the initial inspection threshold as defined in paragraph (1) of this AD in accordance with the instructions of paragraph 5.1 of the AOT.

Corrective Action(s):

- (3) If, during any DET as required by paragraph (1) of this AD, discrepancies are detected, as identified in the AOT, before next flight, contact Airbus for approved repair instructions and, within the compliance time(s) specified therein, accomplish those instructions accordingly.

Modification:

- (4) For Group 5 aeroplanes: From the effective date of this AD, following modification of an aeroplane in accordance with the instructions of Airbus SB A320-57-1173, SB A320-57-1186 or SB A320-57-

1187, as applicable, the aeroplane becomes a Group 1, 2, 3 or 4 aeroplane, as applicable, and inspections and, depending on findings, corrective action(s) must be accomplished as required by this AD.

Terminating Action:

(5) None.

Ref. Publications:

Airbus AOT A57N024-24 original issue dated 11 September 2024.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

For full compliance please refer to:

<https://ad.easa.europa.eu/ad/2024-0201>