



REPUBLIC OF ALBANIA



ALBANIAN CIVIL AVIATION AUTHORITY

AIRWORTHINESS DIRECTIVE

ACAA-DFS-AD-No.024

Issue: 01, Revision 01

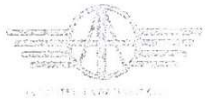
Date: 10.12.2024

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	01	10.12.2024	SAW	Revision

0.2 Revision table

Page #	Issue No.	Revision No.	Date	Edited by
05	01	01	10.12.2024	ACAA

1. Name of the AD:

ATA 57 – Wings – Outer Wing Bottom Buttstrap – Inspections

2. Full Description of the AD:

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, EASA issued AD 2024-0201 to require repetitive inspections 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).

Since that AD was issued, comments have been received seeking clarification about the allowance to defer the compliance time as specified in paragraph (2).

This AD is revised to add Note 1 for clarification, and to amend the definition of the inspection method to special detailed inspection (SDI).

3. Issued and Effective Dates:

- ▣ Issued: 02 December 2024
- ▣ Effective Date: Revision 1: 09 December 2024
Original Issue: 04 November 2024

Revision:

This AD revises EASA AD 2024-0201 dated 21 October 2024.

Supersedure:**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.

Definitions:

For the purpose of this AD, the following definitions apply:

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, EASA issued AD 2024-0201 to require repetitive inspections 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).

Since that AD was issued, comments have been received seeking clarification about the allowance to defer the compliance time as specified in paragraph (2) .

This AD is revised to add Note 1 for clarification, and to amend the definition of the inspection method to special detailed inspection (SDI).

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) Within the threshold and, thereafter, at intervals not exceeding the value as defined in Table 1 (for CEO aeroplanes) or Table 2 (for NEO aeroplanes) of this AD, as applicable, accomplish an SDI of each affected area in accordance with the instructions of the inspection SB.

Table 1 – Compliance Time

	Thresholds (A or B, whichever occur later)	Intervals (Whichever occurs first)
Group 1 and	A) 51 200 flight hours (FH) or 25 600 flight cycles (FC) since	15 800 FH

Group 3	first flight, whichever occurs first B) Within 3 months after 04 November 2024 [the effective date of the original issue of this AD]	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 04 November 2024 [the effective date of the original issue 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 04 November 2024 [the effective date of the original issue 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 (see Note 1 of this AD).

Note 1: For deferring the initial inspection threshold in accordance with the instructions of paragraph 5.1 of the AOT 'from AOT effective date', the AOT effective date must be used.

Corrective Action(s):

- (3) If, during any SDI 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/2024-0201R1>