


EASA	AIRWORTHINESS DIRECTIVE
	<p style="text-align: center;">AD No : 2006 - 0069R1</p> <p style="text-align: center;">Date: 07 April 2006</p>
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>	
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A318, A319, A320 and A321 aircraft</p>
<p>TCDS Number : EASA.A.064</p>	
<p>Foreign AD : None</p>	
<p>Supersedure : F-2005-035</p>	
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ATA 57	Outer wing – Inspection of the main landing gear support rib 5
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<p>Manufacturer(s):</p>	<p>AIRBUS</p>
<p>Applicability:</p>	<p>AIRBUS A318, A319, A320 and A321 aircraft, all certified models, all serial numbers (MSN), except aircraft that have received AIRBUS modification 32025 in production or AIRBUS Service Bulletin (SB) A320-57-1118 in service.</p>
<p>Reason:</p>	<p>DGAC Airworthiness Directive (AD) F-2005-035 was issued on March 2nd 2005 following a crack found in the forward lug of the right hand Main Landing Gear (MLG) support rib of one A320 aircraft. This crack could affect the structural integrity of the MLG.</p> <p>A new crack was recently found in the same area on another aircraft.</p> <p>Further investigation highlighted the need to reduce the interval of the repetitive detailed visual inspection of the forward lug of the MLG support rib 5, on both right and left hand sides.</p> <p>EASA AD 2006-0069-E superseded DGAC AD F-2005-035, mandating a repetitive detailed visual inspection to be performed on a weekly basis.</p> <p>EASA AD 2006-0069R1 revises AD 2006-0069-E to specify actions to be done in case of fail signal as per NTM requirements.</p>
<p>Effective Date:</p>	<p>07 April 2006</p>

<p>Compliance:</p>	<ol style="list-style-type: none"> 1. Within eight (8) days of aircraft operation following the effective date of this AD or in case of hard landing, perform a detailed visual inspection of the forward lug of the MLG support rib 5, both right and left hand sides, according to the following instructions: <ol style="list-style-type: none"> 1.1. Prepare the inspection area as defined in the A318/A319/A320/A321 Non-destructive Testing Manual (NTM) 51-90-00 revision dated February 2003. 1.2. Carry out a detailed visual inspection of the MLG rib 5 forward lug, particularly on the inboard face of the lug and on the forward and aft sides of the lug. 1.3. If cracks are found, replace the MLG fitting before next flight: contact AIRBUS for further instructions. 2. Repeat the inspection as per paragraph 1 above, at intervals not exceeding eight (8) days of aircraft operation. <p>Application of the ultrasonic inspection of the forward lug of the MLG rib 5 as per NTM 57-29-03 revision dated February 2005 for A318, A319 and A320, or NTM 57-29-04 revision dated March 2005 for A321 allows compliance with paragraph 1 and 2 of this AD.</p> <p>In case of findings as per NTM requirements and if no crack is visible revenue flights may continue with repeated inspection as per paragraph 1 above, at intervals not exceeding 36 hours; contact AIRBUS for further instructions.</p> <p>The forward lugs of MLG rib 5 fitting that have been repaired as per A319/A320/A321 Structural Repair Manual (SRM) 57-26-13 PB 201 revision dated November 2004, do not have to be inspected as per the requirements of this AD.</p> <p>The embodiment of the SB A320-57-1118 on both sides cancels the requirements of this AD.</p>
<p>Ref. Publications:</p>	<p>AIRBUS A318/A319/A320/A321 Non-destructive Testing Manual (NTM) 51-90-00 revision dated February 2003.</p> <p>AIRBUS A318/A319/A320/A321 Non-destructive Testing Manual (NTM) 57-29-03 revision dated February 2005.</p> <p>AIRBUS A318/A319/A320/A321 Non-destructive Testing Manual (NTM) 57-29-04 revision dated March 2005.</p> <p>or later approved revisions.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail ADs@easa.eu.int. 4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS - Fax 33 5 61 93 44 51