


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2011-0035</b></p> <p><b>Date: 02 March 2011</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A321 aeroplanes</p>	
TCDS Number :	EASA.A.064	
Foreign AD :	Not applicable	
Supersedure :	None	
<b>ATA 57</b>	<b>Wings – Centre Wing Box Lower Panel – Inspection</b>	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	Airbus A321-131, A321-211, A321-212 and A321-231 aeroplanes, manufacturer serial numbers (MSN) 1293, 1299, 1307, 1333, 1356 and 1366.	
Reason:	<p>During removal of one centre wing box (CWB) lower aft panel during production, the following defects were found :</p> <ul style="list-style-type: none"> <li>- an excessive layer of sealant in between the lower panel and the rib pads, and</li> <li>- small metal chips between the panel and rib pads.</li> </ul> <p>Investigations revealed that the metal chips trapped between parts (panels and stiffeners) have a possible impact on fatigue life of CWB panels.</p> <p>Consequently, cracks in the bore holes of the CWB lower panel may occur in service, thereby reducing the structural integrity of the aeroplane.</p> <p>For the reasons describe above, this AD requires a special detailed inspection of CWB lower panel bore holes to detect any defect or crack and, depending on findings, associated corrective actions.</p>	
Effective Date:	16 March 2011	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Before the accumulation of 24 000 flight cycles or 40 000 flight hours, whichever occurs first since the aeroplane first flight, perform a special detailed inspection of CWB lower panel bore holes and apply the associated corrective actions, in accordance with the instructions of Airbus Service Bulletin A320-57-1120 Revision 01.</p>
<p>Ref. Publications:</p>	<p>Airbus Service Bulletin A320-57-1120 at Revision 01.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 31 January 2011 as PAD 11-010 for consultation until 28 February 2011. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EAS, Fax +33 5 61 93 44 51; <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</li> </ol>