


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2006 - 0136</p> <p>Date: 22 May 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>		
Type Approval Holder's Name:		Type/Model designations:
AIRBUS		A318, A319, A320 and A321 aircraft
TCDS Number: EASA.A.064		
Foreign AD: None		
Supersedure: DGAC F-2006-011R1, EASA approval No. 2006-0008		
ATA 54	Nacelles/Pylons - Engine Pylon Spar Box Ribs	
Manufacturer(s):	AIRBUS, (formerly AIRBUS INDUSTRIE)	
Applicability:	<p>Airbus A318, A319, A320 and A321 aircraft, all certified models, serial numbers (MSN): 0791, 1464, 1660, 1969, 1979, 2026, 2028, 2030, 2032, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2050 to 2053, 2055, 2057, 2059, 2060, 2062, 2064, 2066, 2067, 2069, 2071, 2072, 2074, 2078 to 2269, 2271 to 2506, 2508 to 2565, 2567 to 2580, 2582 to 2591, 2593 to 2597, 2600, 2601, 2605, 2607, 2610 and 2615 inclusive.</p> <p>MSN 0791 and 1464 had their right hand (RH) pylon replaced in-service by a new pylon potentially affected. Therefore, the requirements of this Airworthiness Directive (AD) apply to these two aircraft on the RH engine pylon only.</p> <p>It is the responsibility of operators to inform AIRBUS of any aircraft that has had a pylon replacement in order to determine if the requirements of this AD are applicable to the concerned aircraft.</p>	
Reason:	<p>It was discovered that some ribs (7, 8 and 9) made with stainless steel material might not have been heat-treated in production prior to their installation in the pylon spar box.</p> <p>The omission of the heat treatment operation results, for ribs 8 and 9 only, in a significant reduction of the material allowable yield stress.</p> <p>As a consequence, non heat-treated ribs may not be able to meet all of the certification requirements, especially for vertical gust.</p>	

	<p>The purpose of DGAC AD n° F-2006-011R1 was to identify and correct reduced structural integrity of the engine pylon.</p> <p>This EASA AD supersedes DGAC AD n° F-2006-011R1. It adjusts the means to comply with paragraph 1 and clarifies that once corrective actions in compliance with Airbus AOT A320-54A1015 original issue, revision 1 or revision 2 have been applied to any discrepant rib found on the airplane, the change to the Airworthiness Limitations section of the Airplane Flight Manual (AFM) is not required any longer, and no further action is mandated by this AD.</p>
Effective Date:	05 June 2006.
Compliance:	<p>1. For all affected aircraft, operational procedure:</p> <p>From January 14, 2006 [effective date of AD F-2006-011 at its original issue], the following operational procedure is rendered mandatory for all flights:</p> <p><i>“In case of flight in severe turbulence, strictly adhere to reduced speeds as defined in Airplane Flight Manual (AFM) 4.03.00 P 03.”</i></p> <p>Insertion of this AD as well as the AFM procedure ref 4.03.00 P 03 in the Limitations section of the AFM and in the aircraft operational manual and strict adherence by the flight crew allow to comply with this paragraph 1.</p> <p>2. For affected aircraft equipped with CFM engines:</p> <p>2.1 Within 6 months from January 14, 2006 [effective date of AD F-2006-011 at its original issue], inspect ribs 7, 8 and 9 of the left and right pylon spar box and apply all necessary corrective actions in accordance with instructions given in AIRBUS AOT (All Operators Telex) A320-54A1015 revision 2.</p> <p>2.2 Report the results of the inspection to AIRBUS in accordance with the instructions given in AIRBUS AOT A320-54A1015 revision 2.</p> <p>The aircraft that have fully applied AIRBUS AOT A320-54A1015 original issue or revision 1 are compliant with paragraph 2.</p> <p>Full application of AOT A320-54A1015 original issue, revision 1 or revision 2 renders void the requirements of the above paragraph 1. No further action is required by this AD..</p> <p>3. For affected aircraft equipped with IAE engines:</p> <p>3.1. Within 9 months from January 14, 2006 [effective date of AD F-2006-011 at its original issue], inspect ribs 7, 8 and 9 of the left and right pylon spar box and apply all necessary corrective actions in accordance with instructions given in AIRBUS AOT (All Operators Telex) A320-54A1015 revision 2.</p>

	<p>3.2. Report the results of the inspection to AIRBUS in accordance with the instructions given in AIRBUS AOT A320-54A1015 revision 2.</p> <p>The aircraft that have fully applied AIRBUS AOT A320-54A1015 original issue or revision 1 are compliant with paragraph 3.</p> <p>Full application of AOT A320-54A1015 original issue, revision 1 or revision 2 renders void the requirements of the above paragraph 1. No further action is required.</p>
Ref. Publications:	AIRBUS All Operators Telex A320-54A1015 revision 2 dated May 18, 2006 or later approved revisions.
Remarks:	<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. This AD This AD was posted as PAD 06-107 for consultation on 20 April 2006 with a comment period until 28 April 2006. The Comment Response Document can be found at http://www.easa.eu.int/home/aw_dir_en.html. 3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS EAS - Fax +33 5 61 93 44 51