A220

Service Bulletin
Fuselage - General - Verification of Previous Aircraft Repairs and Damage for Load Loop Analysis on the A220-300

BD500-530012
Issue No. 001

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Manufacturer:

AIRBUS

Airbus Canada Limited Partnership
Customer Services
13100 Henri-Fabre Blvd., Mirabel, Quebec
Canada J7N 3C6

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Table of contents

The listed documents are included in Issue 001, dated 2023-09-13, of this publication.

Document title	Data module code	Issue date	Applicable to
Fuselage - General - Verification of Previous Aircraft Repairs and Damage for Load Loop Analysis on the A220-300 - Service Bulletin	BD500-A-J53-00-12-00AAA-930A-A	2023-09-13	55003-55191, 55193, 55195-55196, 55198-55202, 55205, 55209-55210, 55228, 55231, 55244, 55246-55248, 55250
Verification of Previous Aircraft Repairs and Damage for Load Loop Analysis on the A220-300 - Accomplishment instruction	BD500-A-J53-00-12-01AAA-933A-A	2023-09-13	55003-55191, 55193, 55195-55196, 55198-55202, 55205, 55209-55210, 55228, 55231, 55244, 55246-55248, 55250
Appendix A - A220-300 Tailcone Missed Loop 3 Inspection Areas	BD500-A-J53-00-12-01AAA-910B-A	2023-09-13	55003-55191, 55193, 55195-55196, 55198-55202, 55205, 55209-55210, 55228, 55231, 55244, 55246-55248, 55250
Appendix B - A220-300 VStab Missed Loop 3 Inspection Areas	BD500-A-J53-00-12-02AAA-910B-A	2023-09-13	55003-55191, 55193, 55195-55196, 55198-55202, 55205, 55209-55210, 55228, 55231, 55244, 55246-55248, 55250

Document title	Data module code	Issue date	Applicable to
Appendix C - A220-300 Wing Missed Loop 3 Inspection Areas	BD500-A-J53-00-12-03AAA-910B-A	2023-09-13	55003-55191, 55193, 55195-55196, 55198-55202, 55205, 55209-55210, 55228, 55231, 55244, 55246-55248, 55250

A220

Fuselage - General - Verification of Previous Aircraft Repairs and Damage for Load Loop Analysis on the A220-300 - Service Bulletin

Applicability: 55003-55191, 55193, 55195-55196, 55198-55202, 55205, 55209-55210, 55228, 55231, 55244, 55246-55248, 55250

Table of contents

Page

Fuselage - General - Verification of Previous Aircraft Repairs and Damage for Load Loop Analysis on the A220-300 - Service Bulletin 1
References 1
Service Bulletin 1
Common information 1
1 Maintenance Publications 5
2 Operational Publications 5

List of tables

Page

1 References 1

References

Table 1 References

Data Module/Technical Publication	Title
BD500-A-J53-00-12-01AAA-933A-A	Verification of Previous Aircraft Repairs and Damage for Load Loop Analysis on the A220-300 - Accomplishment instruction
BD500-A-J53-00-12-01AAA-910B-A	Appendix A - A220-300 Tailcone Missed Loop 3 Inspection Areas
BD500-A-J53-00-12-02AAA-910B-A	Appendix B - A220-300 VStab Missed Loop 3 Inspection Areas
BD500-A-J53-00-12-03AAA-910B-A	Appendix C - A220-300 Wing Missed Loop 3 Inspection Areas

Service Bulletin

Common information

THIS SERVICE BULLETIN IS SENT TO EACH OPERATOR. IF THE OPERATOR HAS LEASED AIRCRAFT, SEND THE SERVICE BULLETIN TO THE LESSEE. IF THE OPERATOR HAS SOLD AIRCRAFT OR TRANSFERRED SPARES IN THE LAST SIX MONTHS, SEND THIS SERVICE BULLETIN TO THE NEW OWNER, UNLESS CONFIRMATION WAS RECEIVED THAT AIRBUS HAS INCLUDED THE NEW OPERATOR ON THE DISTRIBUTION LIST.

Management information

Compliance category: Recommended (Service bulletin recommended to be accomplished to prevent significant operational disruptions)

Task category: Administrative

Original issue date: 2023-09-13

Impact list

Impact (Maintenance publications):
Refer to the Documentation affected section of the Planning Information section.

Accomplishment limits

None

Replacement service bulletin

None

Revision information

Initial issue

Summary

Applicability

BD-500-1A11, Aircraft 55003 thru 55191, 55193, 55195, 55196, 55198 thru 55202, 55205, 55209, 55210, 55228, 55231, 55244, 55246 thru 55248, and 55250

Reason

In-service repairs in the tailcone, the Vertical Stabilizer (VStab) and the wing structural areas can cause negative margins for the load envelopes, which will make it necessary to get verification from Airbus.

Description

The identification of the previous aircraft repairs and damage is done. When applicable, the previous aircraft repairs and damage are reported to Airbus for analysis.

Concurrent requirements

None

Manpower

It will take an estimated 1.5 h to complete this service bulletin.

Note

These estimates do not include the man-hours necessary to do an inspection of the structure.

Material information

None

Planning information

Applicability

Aircraft affected:

AIRCRAFT MODEL	SERVICE AIRCRAFT SERIAL NUMBER	PRODUCTION AIRCRAFT SERIAL NUMBERS
BD-500-1A11	55003 thru 55191, 55193, 55195, 55196, 55198 thru 55202, 55205, 55209, 55210, 55228, 55231, 55244, 55246 thru 55248, and 55250	There is no production effectivity.

Note

The instructions in this service bulletin are only applicable to the systems and parts installed at the time of delivery of the aircraft or as changed by Airbus Service Bulletins. Before you do this service bulletin, examine all Supplemental Type Certificates (STCs), Supplemental Type Approvals (STAs), or equivalent action changes to make sure you can complete this service bulletin.

Reason

Problem and effect

In-service repairs in the tailcone, the Vertical Stabilizer (VStab) and the wing structural areas can cause negative margins for the load envelopes, which will make it necessary to get verification from Airbus.

Objective/Solution

This service bulletin gives the instructions to do a verification/record check and, if necessary, an inspection of previous damage and/or repairs done after the aircraft received its Certificate of Airworthiness (CofA). When applicable, the previous aircraft repairs and damage are reported to Airbus for analysis and approved disposition if necessary.

Description

The identification of the previous aircraft repairs and damage is done. When applicable, the previous aircraft repairs and damage are reported to Airbus for analysis.

Compliance

Recommended Service Bulletin

Airbus recommends that this service bulletin be done within 48 months from the release date of this service bulletin, unless otherwise directed by the airworthiness authority of the operator.

Note

If it is not possible to complete all the instructions in this service bulletin because of the configuration of the aircraft, speak with a CRC representative at 1 866 A220 CRC (1-866-222-0272) or 1-450-476-7676 or e-mail at A220_crc@abc.airbus for analysis and to get approved instructions to complete this service bulletin.

Note

This service bulletin does not affect Airworthiness Limitations Items (ALIs) or Damage Tolerance Inspections (DTIs).

Concurrent requirements

None

Approval

The technical content of this service bulletin has been approved under the authority of the TC-CA Design Approval Organization No: DAO #19-Q-02.

Manpower

The man-hours given below are estimates for direct labor done by an experienced crew on an aircraft prepared for maintenance.

These estimates do not include the time necessary for:

- Administrative functions such as planning, liaising, familiarization, and report writing.
- Non-productive elapsed time such as rest time, having meals, and crew shift changes.
- Elapsed time such as for paint to dry, sealant to cure, and fuel tank venting.
- Preparation for modification (unless specified in the Accomplishment Instructions) such as cleaning and getting parts, tools, consumables, and ground equipment.
- Quality assurance inspections, troubleshooting and/or correction of discrepancies found when a task is done.
- All other activities that are not considered by Airbus as directly related to the accomplishment of this procedure.

It will take an estimated 1.5 h to complete this service bulletin. The man-hours are divided as shown in the table that follows:

TASK	MAN-HOURS
Job Set-Up	0.0 h
Procedure	1.5 h
Test	0.0 h
Job Close-Up	0.0 h

Note

These estimates do not include the man-hours necessary to do an inspection of the structure.

Weight and balance

Not changed

Electrical load data

Not changed

Referenced documentation

Refer to the SB Introduction document BD500-000000 for definition or explanation of service bulletin content.

For Airbus reference only: Restriction and/or Special Instruction RSI C-500-000-51-0014, Revision C

For Airbus reference only: PCR 62592

Documentation affected

1 Maintenance Publications

None

2 Operational Publications

None

Industry support information

This Service Bulletin is part of an AIRBUS monitored retrofit campaign.

For the organization of this retrofit, contact your AIRBUS Customer Services Program Support Program Manager.

For aircraft under warranty and for aircraft out of warranty at the time of the initial issue date of this Service Bulletin:

AIRBUS will credit up to 1.5 man-hours at the agreed in-house warranty labor rate for claims received no later than 90 days after completion of the last affected aircraft of your fleet, for the accomplishment of this Service Bulletin within 48 months after the initial issue date of the Service Bulletin.

Material information

None

Accomplishment instructions

BD500-A-J53-00-12-01AAA-933A-A

Additional information

Additional information

Appendix A: Refer to BD500-A-J53-00-12-01AAA-910B-A

Appendix B: Refer to BD500-A-J53-00-12-02AAA-910B-A

Appendix C: Refer to BD500-A-J53-00-12-03AAA-910B-A

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A220

Verification of Previous Aircraft Repairs and Damage for Load Loop Analysis on the A220-300 - Accomplishment instruction

Applicability: 55003-55191, 55193, 55195-55196, 55198-55202, 55205, 55209-55210, 55228, 55231, 55244, 55246-55248, 55250

Table of contents

Page

Verification of Previous Aircraft Repairs and Damage for Load Loop Analysis on the A220-300 - Accomplishment instruction 1
References 1
Preliminary requirements 1
Procedure 2
1 Procedure 2
2 Administrative 4
Requirements after job completion 4

List of tables

Page

1 References 1
2 Required conditions 1
3 Support equipment 2
4 Consumables, materials, and expendables 2
5 Spares 2
6 Applicable ATA for Repair or Damages 3
7 Required conditions 4

References

Table 1 References

Data Module/Technical Publication	Title
BD500-A-J53-00-12-01AAA-910B-A	Appendix A - A220-300 Tailcone Missed Loop 3 Inspection Areas
BD500-A-J53-00-12-02AAA-910B-A	Appendix B - A220-300 VStab Missed Loop 3 Inspection Areas
BD500-A-J53-00-12-03AAA-910B-A	Appendix C - A220-300 Wing Missed Loop 3 Inspection Areas

Preliminary requirements

Required conditions

Table 2 Required conditions

Action/Condition	Data Module/Technical publication
None	

Support equipment

Table 3 Support equipment

Name	Identification/Reference	Quantity	Remark
None			

Consumables, materials, and expendables

Table 4 Consumables, materials, and expendables

Name	Identification/Reference	Quantity	Remark
None			

Spares

Table 5 Spares

Name	Identification/Reference	Quantity	Remark
None			

Safety conditions

None

Procedure

1 Procedure

1.1 If it is not possible to complete all the instructions in this service bulletin because of the configuration of the aircraft, speak with a CRC representative at 1 866 A220 CRC (1-866-222-0272) or 1-450-476-7676 or e-mail at A220_crc@abc.airbus for analysis and to get an approved disposition to complete this service bulletin.

1.2 Identify previous in-service repairs, damage and non-conformity as follows:

Note

Speak with a CRC representative at 1 866 A220 CRC (1-866-222-0272) or 1-450-476-7676 or e-mail at A220_crc@abc.airbus for acceptance of the method used to do these steps.

Note

If it is not possible to correctly identify pre-existing repairs and/or damage within ASRP-permitted damage limits from the aircraft maintenance

records, it is necessary to do a detailed inspection of the affected structures shown in Table 6. If this is necessary, speak with a CRC representative to get a detailed inspection procedure.

1.2.1 Identify all repairs for the Air Transport Association (ATA) structures in Table 6 that were done after the aircraft received its Certificate of Airworthiness (CofA). If a repair was done in an ATA given in Table 6, speak with a CRC representative at 1 866 A220 CRC (1-866-222-0272) or 1-450-476-7676 or e-mail at A220_crc@abc.airbus for analysis and to get an approved disposition to complete this service bulletin. Airbus Canada specific Repair Engineering Order (REO) with an issue date later than December 31, 2022 have already been validated and therefore do not require an additional approved disposition.

1.2.2 Identify all damage for the ATA structures in Table 6 that were within ASRP-permitted damage limits dispositioned after the aircraft received its CofA. If you find damage that does not agree with the ASRP-permitted damage limits in ASRP issue 136.01 or later approved, speak with a CRC representative at 1 866 A220 CRC (1-866-222-0272) or 1-450-476-7676 or e-mail at A220_crc@abc.airbus for analysis and to get an approved disposition to complete this service bulletin.

Table 6 Applicable ATA for Repair or Damages

STRUCTURE	ATA	LOCATION	STRUCTURE AREA	DETAILS
Tailcone	53-84	Entire Tail-cone	All external surfaces (except doors), attach-ments to aft fuselage, longerons and forward lower frame within APU bay Internal structure: (between doghouse walls and skins) frames/ stringers/skins if area has ever been accessed by operator	Appendix A (refer to BD500-A-J53-00-12-01AAA-910B-A). 1
Vertical Stabi-lizer (VStab)	55-31	Upper VStab main box and leading edge, above station 412, Rib 10	Skins and spars **Note** - Skins: Exter-nal surfaces only - Front spar: only if lead-ing edge has been removed by operator Internal surfaces (skins, spars, and ribs) only if operator has accessed area	Appendix B (refer to BD500-A-J53-00-12-02AAA-910B-A). 1

STRUCTURE	ATA	LOCATION	STRUCTURE AREA	DETAILS
Wing	57-21	Wing	Main torque box lower skin, spars, ribs	Appendix C (refer to BD500-A-J53-00-12-03AAA-910B-A). 1
Winglet	57-31	Winglet	Skins external surfaces Internal surfaces (skins, spars) only if operator has accessed area	

1 If it cannot be confirmed from the maintenance records if there was or was not damage on the applicable ATA structure, an inspection sufficient to determine if there is rework/repair and/or permitted damage, (either, General Visual Inspection (GVI), Detailed Visual Inspection (DVI), or Non Destructive Inspection (NDI), of these areas may be necessary to confirm that there were no previous damage dispositions.

1.2.3 Contact the CRC to identify any pre CofA Report of Non-Conformance (RNCs) that require further action, and to get an approved disposition, if applicable, to complete this service bulletin.

2 Administrative
When this service bulletin is completed, record in the applicable aircraft records that you have completed this service bulletin.

Note

The service bulletin cannot be closed until RNC check and repairs check are complete. If any disposition is required, that must also be implemented prior to closure of SB. The aircraft can continue operating pending confirmation from Airbus engineering and CRC that all RNCs and repairs are reviewed and dispositioned.

Requirements after job completion

Required conditions

Table 7 Required conditions

Action/Condition	Data Module/Technical publication
None	

A220

Appendix A - A220-300 Tailcone Missed Loop 3 Inspection Areas

Applicability: 55003-55191, 55193, 55195-55196, 55198-55202, 55205, 55209-55210, 55228, 55231, 55244, 55246-55248, 55250

Table of contents

Page

Appendix A - A220-300 Tailcone Missed Loop 3 Inspection Areas..... 1
References..... 1
Description..... 1

List of tables

Page

1 References..... 1

List of figures

Page

1 Tailcone Inspection Areas..... 2

References

Table 1 References

Data Module/Technical Publication	Title
None	

Description

AIRBUS

DOC: MAS-BA500-667
REV: --
PAGE: 4-6 of 4-10
DATE: 2023-05-03
ECCN: N/A

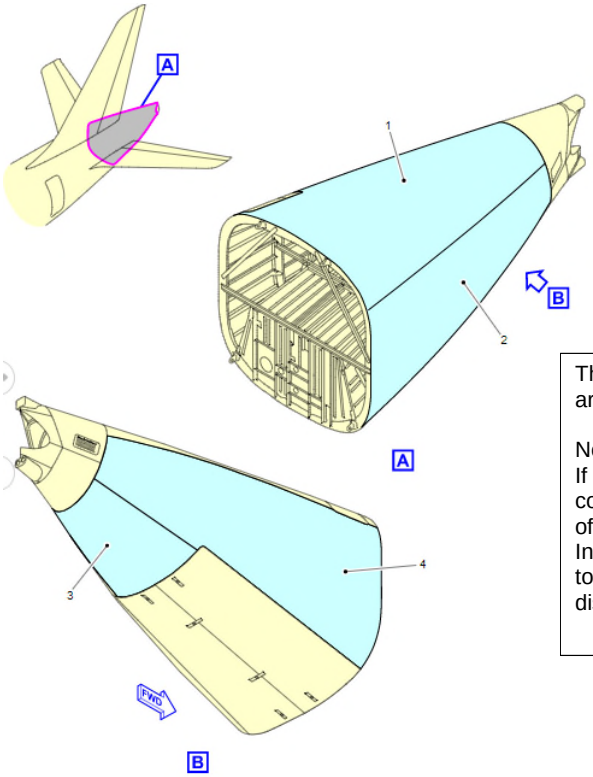
Interim Loads Loop Factors and Instructions Development Report
SECTION 4 - WP 6.13 & 31 - Composite & Metallic Tailcone

4. IMPACTED AREAS BY MISSED LOOP 3 CASES

All below schematics are extracted from Ref [5.4] and [5.5].

4.1 EXTERNAL STRUCTURE IMPACTED

All skin panels are impacted by A220-100 & A220-300 missed loop 3 cases.



The structure shown on this figure, skins 1-4 are impacted by increased loads

Note 1:
If existence or absence of damages on these components cannot be ascertained from a check of maintenance records, a General Visual Inspection (GVI) of these areas may be required to confirm absence of previous damage dispositions.

FIGURE 4-1 –TAILCONE SKINS

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ACT0120-25 GT 2019-05

ICN-BD500-A-J530012-F-3AB48-93365-A-002-01

Figure 1 Tailcone Inspection Areas

AIRBUS

DOC: MAS-BA500-667
REV: --
PAGE: 4-7 of 4-10
DATE: 2023-05-03
ECCN: N/A

Interim Loads Loop Factors and Instructions Development Report
SECTION 4 - WP 6.13 & 31 - Composite & Metallic Tailcone

4.2 INTERNAL STRUCTURES IMPACTED (TO BE INSPECTED ONLY IF ACCESSED BY OPERATOR DURING MAINTENANCE OR REPAIR ACTIVITY)

All stringers, frames, and longerons are impacted by A220-100 & A220-300 missed loop 3 cases. Note that stringer clips are not considered affected by missed loop 3.

The internal tailcone **Stringers 1-29** shown on this figure are impacted by increased loads

Note 2:
Inspection of these stringers required only if internal structure has accessed by the operator (expected only for implementation of a major repair)
In this event, if existence or absence of damages on these components cannot be ascertained from a check of maintenance records, a General Visual Inspection (GVI) of these areas may be required to confirm absence of previous damage dispositions.

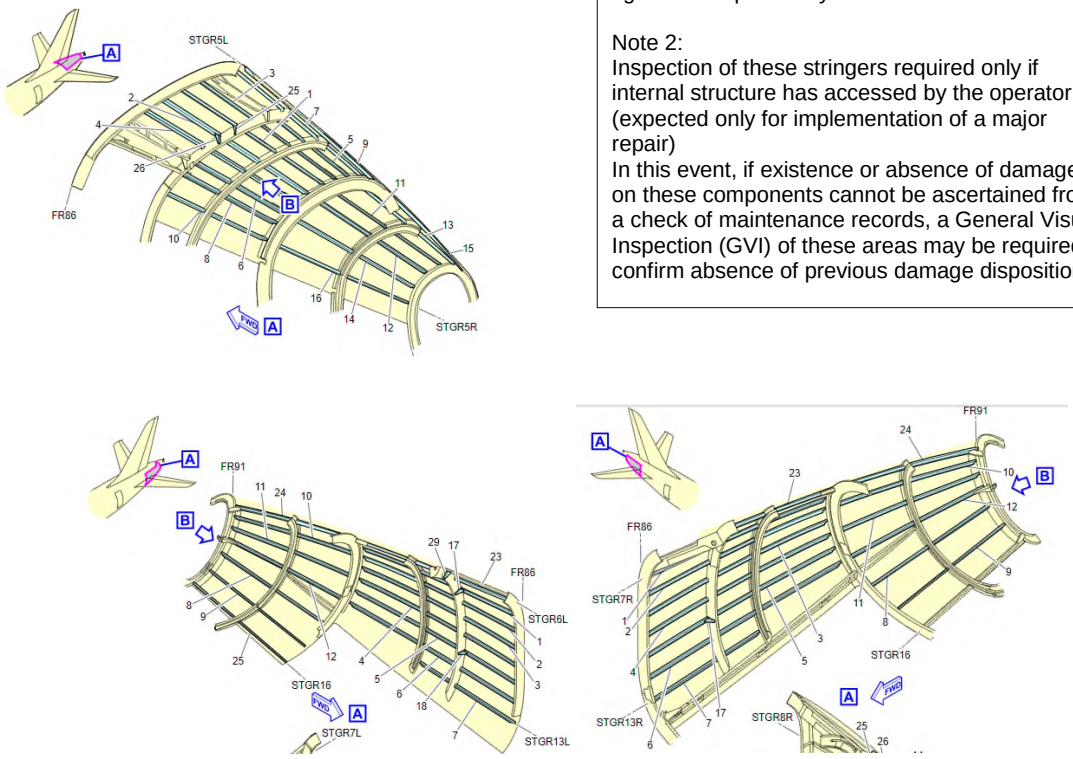


FIGURE 4-2 –TAILCONE STRINGERS

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ACT0120-25 GT 2019-05

ICN-BD500-A-J530012-F-3AB48-93365-A-002-01

Figure 1 Tailcone Inspection Areas

AIRBUS

DOC: MAS-BA500-667
REV: --
PAGE: 4-8 of 4-10
DATE: 2023-05-03
ECCN: N/A

Interim Loads Loop Factors and Instructions Development Report
SECTION 4 - WP 6.13 & 31 - Composite & Metallic Tailcone

All frames are impacted by A220-100 & A220-300 missed loop 3 cases.

The internal **Intercostals and Frames (items number 2 and 3 on this figure)**, are impacted by increased loads

Note 3:
Inspection of these frames required **only** if internal structure has accessed by the operator (expected only for implementation of a major repair)
In this event, if existence or absence of damages on these components cannot be ascertained from a check of maintenance records, a General Visual Inspection (GVI) of these areas may be required to confirm absence of previous damage dispositions.

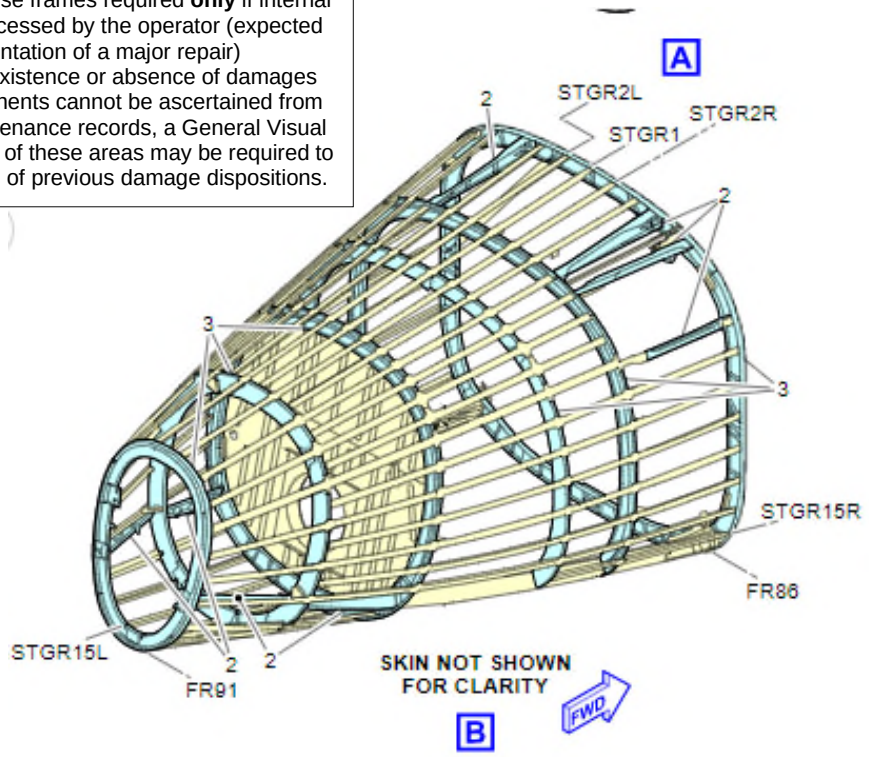


FIGURE 4-3 - TAILCONE FRAMES, INTERCOSTALS, AND LONGERONS

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ACT0120-25 GT 2019-05

ICN-BD500-A-J530012-F-3AB48-93365-A-002-01

Figure 1 Tailcone Inspection Areas

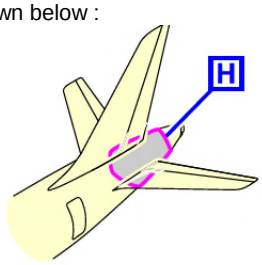
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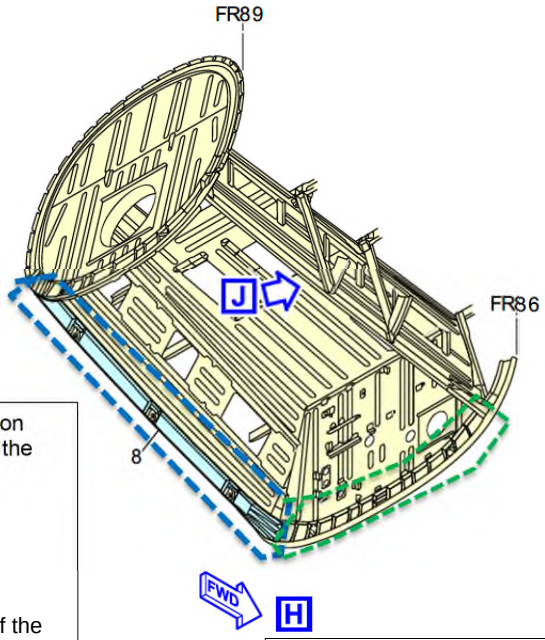
DOC: MAS-BA500-667
REV: --
PAGE: 4-9 of 4-10
DATE: 2023-05-03
ECCN: N/A

Interim Loads Loop Factors and Instructions Development Report
SECTION 4 - WP 6.13 & 31 - Composite & Metallic Tailcone

4.3 STRUCTURE WITHIN APU BAY

The following structure within the APU bay is impacted: fwd lower frame, the longeron, and the fwd longeron fitting shown below :





View looking Up and Forward into Tailcone APU Bay

The structure shown on this figure, the LHS & RHS longeron and fwd longeron fitting (item 8 within the Blue box), and the fwd lower portion of frame 86 (within the Green box) are impacted by increased loads

Note 4:
If existence or absence of damages on applicable these components cannot be ascertained from a check of maintenance records, a General Visual Inspection (GVI) of the section of the longerons & fittings and Lower Frame visible from the APU bay may be required to confirm absence of previous damage dispositions.

Note 5:
The portion of the longerons and fittings and frame that are inaccessible from the APU bay need only be inspected if the operator has accessed this area, such as during a major repair

FIGURE 4-4 – STRUCTURE WITHIN APU BAY (LONGERONS, LOWER FRAME)

(View looking Up and Forward into Tailcone APU Bay

Left Hand Side Longeron shown, both left and right sides are impacted)

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ACT0120-25 GT 2019-05

ICN-BD500-A-J530012-F-3AB48-93365-A-002-01

Figure 1 Tailcone Inspection Areas

4.4 AFT FUSELAGE ATTACHMENT FITTINGS

All following aft fuselage attachment fittings are impacted by A220-100 & A220-300 missed loop 3 cases.

The aft fuselage attach fittings, items 1 and 2 upper lugs, item 3 lower lug, item 5 lower spigot and item 6 links on the figure below, (both sides of joint, tailcone and aft fuse side) are impacted by increased loads

Note 5:
If existence or absence of damages on these components cannot be ascertained from a check of maintenance records, a General Visual Inspection (GVI) of may be required to confirm absence of previous damage dispositions.
Joint disassembly not required unless there are visual indications of rework

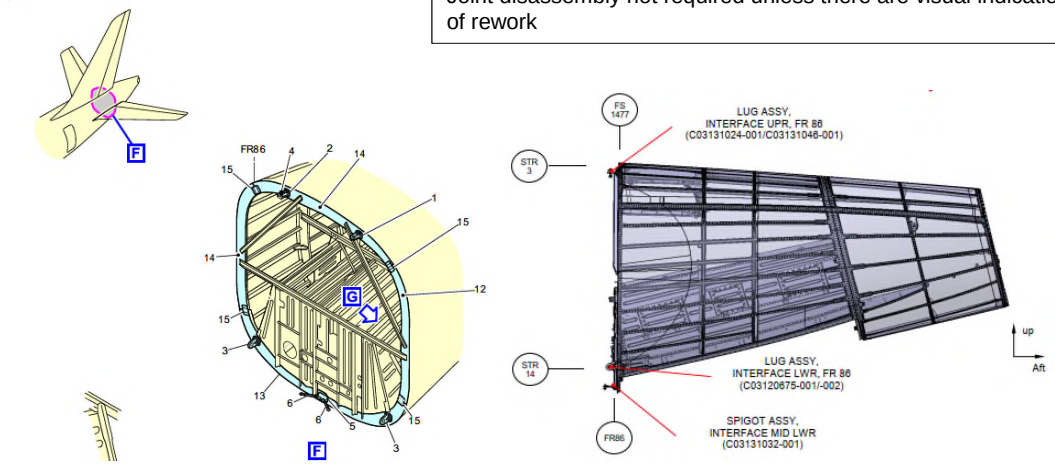


FIGURE 4-5 – AFT FUSELAGE ATTACHMENT FITTINGS

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ACT0120-25 GT 2019-05

ICN-BD500-A-J530012-F-3AB48-93365-A-002-01

Figure 1 Tailcone Inspection Areas

A220

Appendix B - A220-300 VStab Missed Loop 3 Inspection Areas

Applicability: 55003-55191, 55193, 55195-55196, 55198-55202, 55205, 55209-55210, 55228, 55231, 55244, 55246-55248, 55250

Table of contents

Page

Appendix B - A220-300 VStab Missed Loop 3 Inspection Areas..... 1
References..... 1
Description..... 1

List of tables

Page

1 References..... 1

List of figures

Page

1 VStab Inspection Areas..... 2

References

Table 1 References

Data Module/Technical Publication	Title
None	

Description

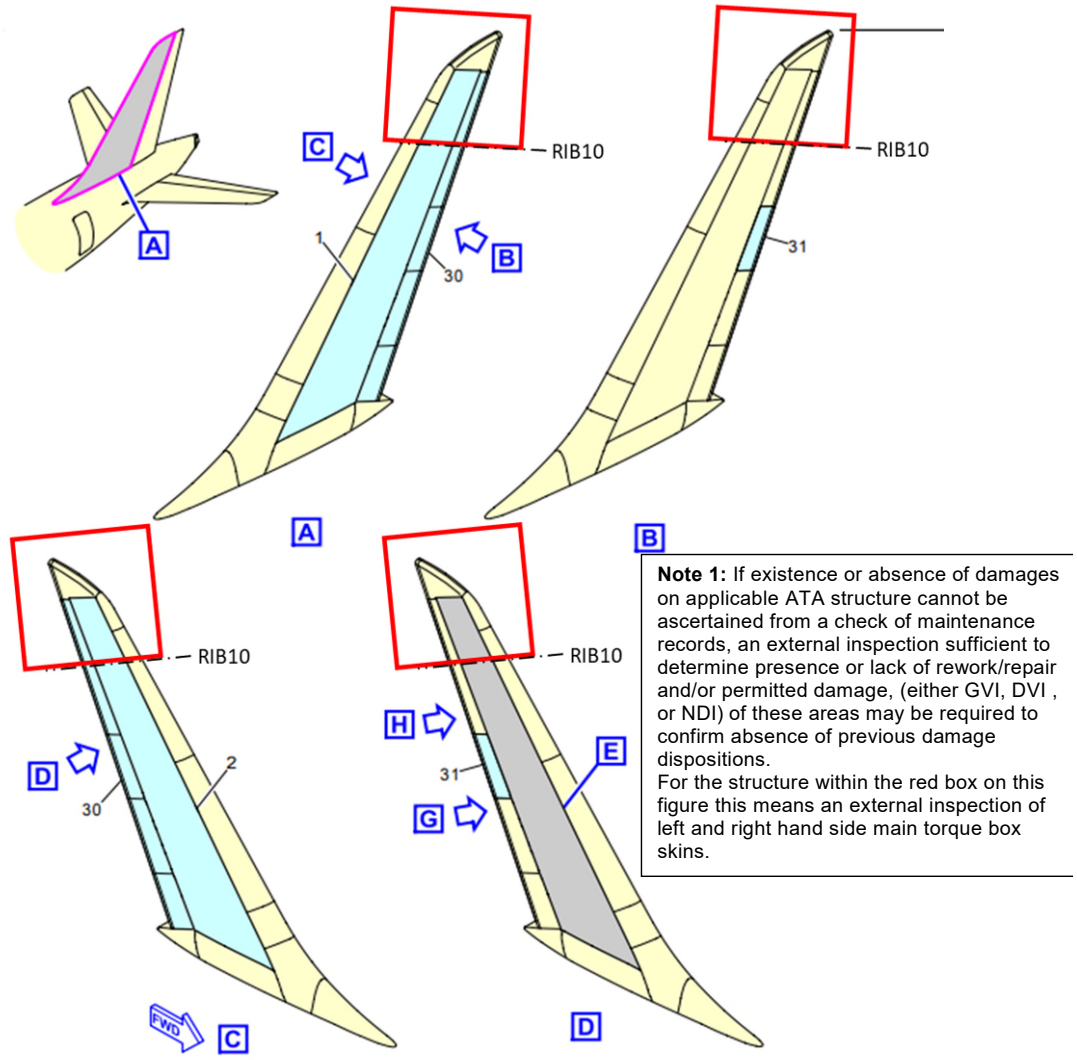
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DOC: MAS-BA500-667
REV: --
PAGE: 4-17 of 3-18
DATE: 2023-04-18
ECCN: N/A

Interim Loads Loop Factors and Instructions Development Report
SECTION 3 - Vertical Stabilizer (VStab)



Note 1: If existence or absence of damages on applicable ATA structure cannot be ascertained from a check of maintenance records, an external inspection sufficient to determine presence or lack of rework/repair and/or permitted damage, (either GVI, DVI , or NDI) of these areas may be required to confirm absence of previous damage dispositions.
For the structure within the red box on this figure this means an external inspection of left and right hand side main torque box skins.

Figure 9: External structure to be reviewed at VStab; LH-/RH-Skin (structure within red box)

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ACT0120-25 GT 2019-05
EC NotTechnical US EC NoUSContent

ICN-BD500-A-J530012-F-3AB48-93366-A-002-01

Figure 1 VStab Inspection Areas

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DOC: MAS-BA500-667
REV: --
PAGE: 4-18 of 3-18
DATE: 2023-04-18
ECCN: N/A

Interim Loads Loop Factors and Instructions Development Report

SECTION 3 - Vertical Stabilizer (VStab)

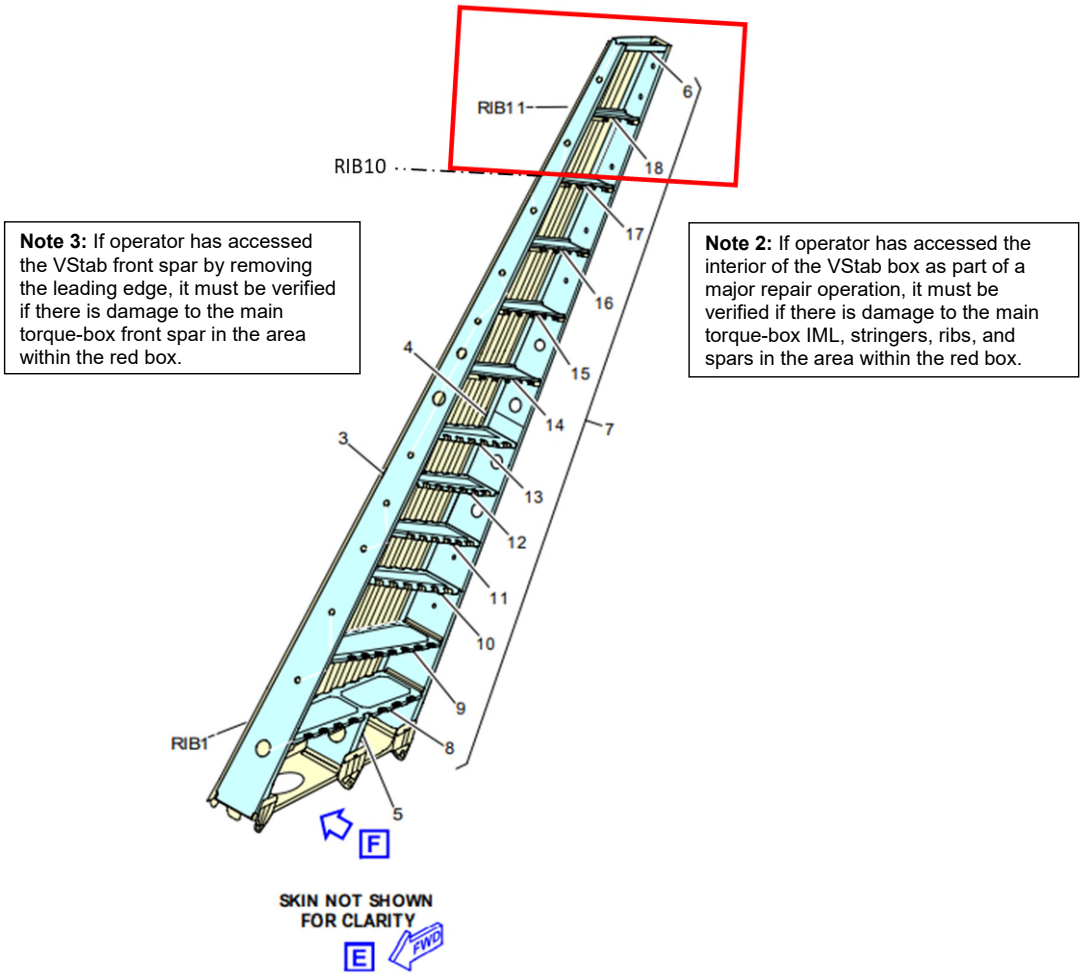


Figure 10: Internal structure to be reviewed at VStab; Front-/Rear-Spar, Tip Closure Rib (required only if internal structure has been accessed by operator)

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Figure 1 VStab Inspection Areas

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A220

Appendix C - A220-300 Wing Missed Loop 3 Inspection Areas

Applicability: 55003-55191, 55193, 55195-55196, 55198-55202, 55205, 55209-55210, 55228, 55231, 55244, 55246-55248, 55250

Table of contents

Page

Appendix C - A220-300 Wing Missed Loop 3 Inspection Areas 1
References 1
Description 1

List of tables

Page

1 References 1

List of figures

Page

1 Wing Inspection Areas 2

References

Table 1 References

Data Module/Technical Publication	Title
None	

Description

AIRBUS

Final

DOC: MAS-BA500-667
REV: --
PAGE: 5-20 of 2-23
DATE: 2023-04-25
ECCN: US_EC_EAR99, UK_EC_DU_PL9009.C

Interim Loads Loop Factors and Instructions Development Report

SECTION 2 - Wing

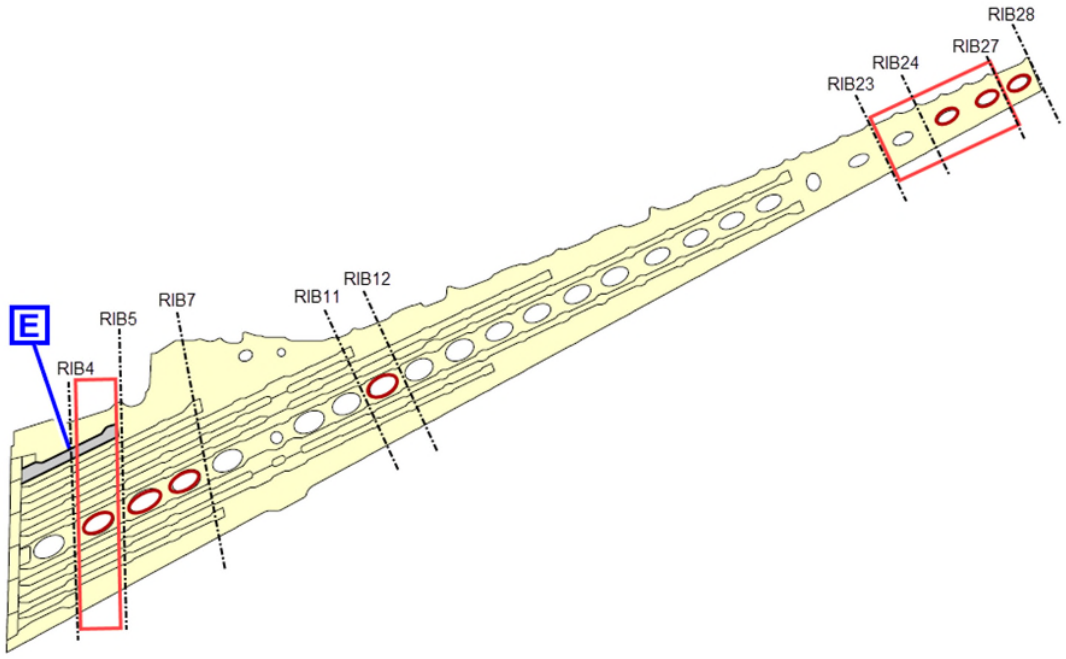


FIGURE 5-1: FCBS TO BE REVIEWED ON WING – LOWER SKIN AND ACCESS HOLES

Note:

If existence or absence of damages on applicable ATA structure cannot be ascertained from a check of maintenance records, an inspection sufficient to determine presence or lack of rework/repair and/or permitted damage, (either GVI, DVI, or NDI) of these areas may be required to confirm absence of previous damage dispositions.

For the structure shown on this figure, areas in red are to be inspected inside the tank and externally. Ensure access holes are inspected with the fuel tank access panels removed.

Note 2: Reporting of lightning strike protection copper mesh rework/repair not required per this SB.

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ACT0120-25 GT 2019-05

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Figure 1 Wing Inspection Areas

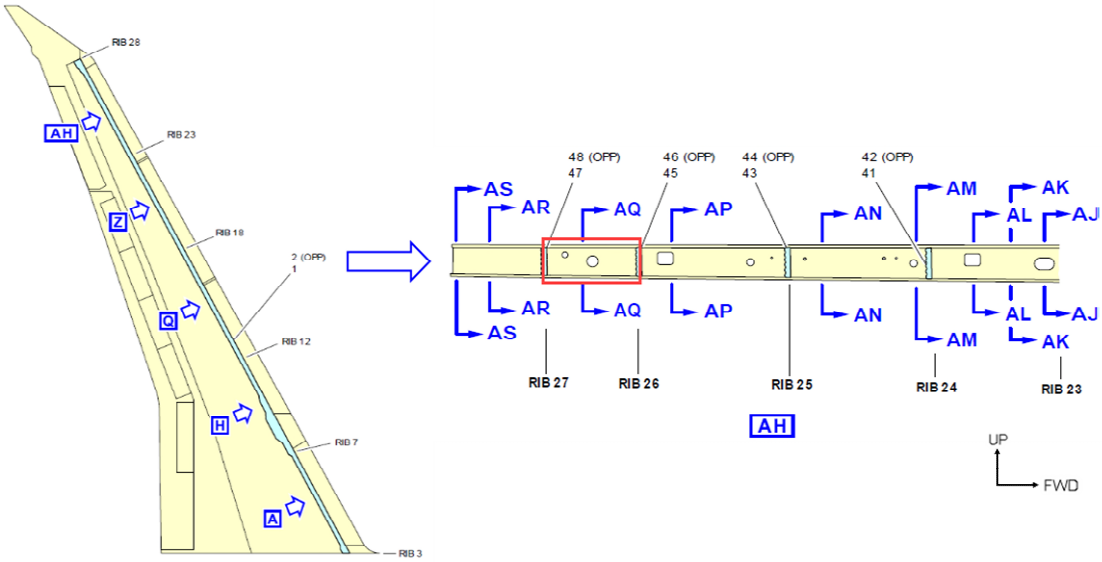


FIGURE 5-2: FCBS TO BE REVIEWED ON WING – FRONT SPAR

Note:

If existence or absence of damages on applicable ATA structure cannot be ascertained from a check of maintenance records, an inspection sufficient to determine presence or lack of rework/repair and/or permitted damage, (either GVI, DVI, or NDI) of these areas may be required to confirm absence of previous damage dispositions.

For the structure shown on this figure, the area in red is to be inspected from inside the tank.

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ACT0120-25 GT 2019-05

ICN-BD500-A-J530012-F-3AB48-93367-A-002-01

Figure 1 Wing Inspection Areas

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DOC: MAS-BA500-667
REV: --
PAGE: 5-22 of 2-23
DATE: 2023-04-25
ECCN: US_EC_EAR99, UK_EC_DU_PL9009.C

Interim Loads Loop Factors and Instructions Development Report

SECTION 2 - Wing

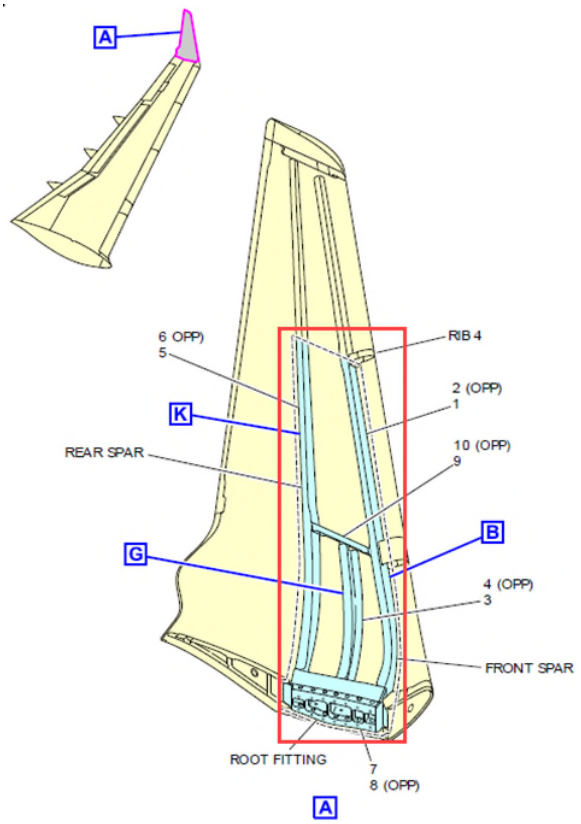


FIGURE 5-3: FCBS TO BE REVIEWED ON WING – WINGLET

Note:

If existence or absence of damages on applicable ATA structure cannot be ascertained from a check of maintenance records, an inspection sufficient to determine presence or lack of rework/repair and/or permitted damage, (either GVI, DVI, or NDI) of these areas may be required to confirm absence of previous damage dispositions.

For the structure shown on this figure, the upper and lower skins are to be inspected externally. The areas in red (spars, root fitting) are to be internally inspected if the area has ever been accessed by an operator.

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ACT0120-25 GT 2019-05

ICN-BD500-A-J530012-F-3AB48-93367-A-002-01

Figure 1 Wing Inspection Areas

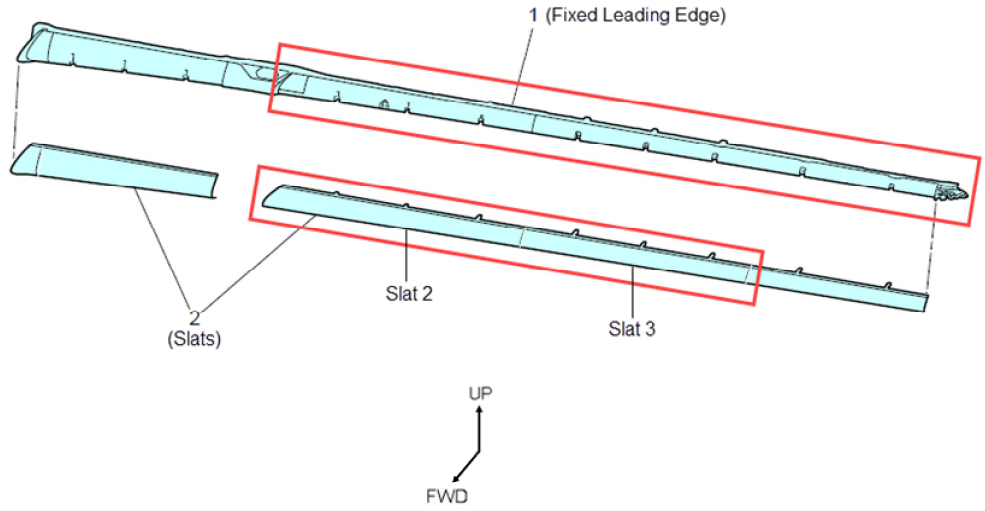


FIGURE 5-4: FCBS TO BE REVIEWED ON WING – SLATS AND FIXED LEADING EDGE

Note:

If existence or absence of damages on applicable ATA structure cannot be ascertained from a check of maintenance records, an inspection sufficient to determine presence or lack of rework/repair and/or permitted damage, (either GVI, DVI, or NDI) of these areas may be required to confirm absence of previous damage dispositions.

For the structure shown on this figure, areas in red are to be inspected externally. Internal structure (ribs) are to be internally inspected if the area has ever been accessed by an operator.

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ACT0120-25 GT 2019-05

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Figure 1 Wing Inspection Areas

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