



## Airworthiness Directive

**AD No.:** 2016-0015

**Issued:** 15 January 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

**Design Approval Holder's Name:**

AIRBUS

**Type/Model designation(s):**

A318, A319, A320 and A321 aeroplanes

**Effective Date:** 29 January 2016

**TCDS Number(s):** EASA.A.064

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 53 – Fuselage – Door Stop Fitting Holes – Inspection / Repair

**Manufacturer(s):**

Airbus (formerly Airbus Industrie)

**Applicability:**

Airbus A318-111, A318-112, A318-121, A318-122, 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, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 157039 has been embodied in production.

**Reason:**

During an A320 fatigue test campaign, it was determined that fatigue damage could appear at the door stop fitting holes of fuselage frame (FR) 66 and FR68 on left hand (LH) and right hand (RH) sides.

This condition, if not detected and corrected, could affect the structural integrity of the airframe.

Two inspections, Airworthiness Limitations Item (ALI) tasks 534129 and 534130, were introduced in the Airworthiness Limitations Section (ALS) Part 2 with the April 2012 revision and with some



compliance time changes with revision 3 of this ALS part 2 of October 2014. Since these ALI tasks were implemented, a significant number of reports was received concerning non-critical damage and early crack findings. Consequently, Airbus published Service Bulletin (SB) A320-53-1288 and SB A320-53-1290, providing inspection instructions to improve damage management and modification instructions.

For the reasons described above, this AD requires repetitive rototest inspections of the affected door stop fitting holes and, depending on findings, repair of any cracked area(s).

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

- (1) Within the threshold, and, thereafter, at intervals not to exceed those defined in Airbus SB A320-53-1288 (see Note), accomplish a rototest inspection of all holes below each door stop fitting at fuselage FR66 and FR68, both LH and RH sides, in accordance with the instructions of Airbus SB A320-53-1288. To determine the next due inspection, the 'special' compliance times as defined in ALS Part 2 Revision 3 are applicable.

Note: where, within SB A320-53-1288 original issue, Appendix 2, the threshold for initial inspections and for repetitive inspections are defined both in Flight Hours (FH) and FC, the "whichever occurs first" criteria must be used. The threshold quoted in Figure A-SABAA – Sheet 01 must be calculated since first flight of the aeroplane. Revision 01 of the SB will be issued to clarify it.

- (2) Inspections performed per ALI task 534129 or task 534130 before the effective date of this AD are acceptable to comply with the requirements of paragraph (1) of this AD. After the effective date of this AD, repetitive inspections must be continued as required by paragraph (1) of this AD.
- (3) As an alternative to repetitive inspection, as required by paragraph (1) of this AD, before next flight after any rototest inspection in accordance with the instructions of Airbus SB A320-53-1288 during which no cracks were detected, modify the affected area in accordance with the instructions of Airbus SB A320-53-1290.
- (4) After modification of an aeroplane in accordance with the instructions of Airbus SB A320-53-1290, before exceeding the threshold as defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed those defined in Airbus SB A320-53-1288, accomplish a rototest inspection of all holes below each door stop fitting at fuselage FR66 and FR68, both LH and RH sides, in accordance with the instructions of Airbus SB A320-53-1288.
- (5) If, during any inspection as required by paragraph (1) or (4) of this AD, as applicable, a crack is detected, before next flight, accomplish the applicable repair instructions and corrective action(s) in accordance with the applicable Structural Repair Manual (SRM), or contact Airbus to obtain approved instructions for corrective action and accomplish those instructions accordingly.



Table 1 – Inspection Threshold after Cold Working

<b>Flight Cycles (FC) accumulated at time of optional cold working (Airbus SB A320-53-1290)</b>	<b>Compliance Time</b>
Less than 1 800 FC	As defined in Airbus SB A320-53-1288
1 800 FC or more, but less than 13 800 FC	Before exceeding 48 000 FC since aeroplane first flight
13 800 FC or more	Before exceeding 60 000 FC since aeroplane first flight

- (6) Repair of an aeroplane as required by paragraph (5) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) or (4) of this AD for that aeroplane, unless specified otherwise in the instructions provided by Airbus.
- (7) For an aeroplane that has been inspected per ALI task 534129 or task 534130 and repaired, before the effective date of this AD, in accordance with the instructions of the applicable SRM, or using an Airbus Repair Design Approval Sheet (RDAS), accomplish the next due inspection for each repaired fastener hole in accordance with, and within the time period after repair, as specified in the SRM or Airbus RDAS, as applicable. For all fastener holes where no damage or cracks was detected (i.e. those not repaired), see paragraph (1) or (8) of this AD, as applicable.
- (8) For an aeroplane that has been inspected per ALI task 534129 or task 534130 and repaired, before the effective date of this AD, in accordance with the applicable SRM, or using an Airbus RDAS, modification of the four fastener holes at door stop locations where no damage or cracks was detected (i.e. door stop locations not repaired) in accordance with the instructions of Airbus SB A320-53-1290 constitutes terminating action for the repetitive inspections of those four fastener holes at those door stop locations as required by paragraph (1) of this AD for that aeroplane.
- (9) For an aeroplane that has been repaired, before the effective date of this AD, in the areas described in this AD using an Airbus RDAS unrelated to ALI task 534129 or task 534130, before exceeding the thresholds as specified in Table 1 of this AD, contact Airbus for approved instructions and accomplish those instructions accordingly.
- (10) Accomplishment of corrective action(s) on an aeroplane, as required by paragraph (9) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) or (4) for that aeroplane, as applicable, unless specified otherwise in the instructions provided by Airbus.
- (11) Accomplishment of inspections on an aeroplane, as required by paragraph (1), (4) or (7) or this AD, as applicable, or modification of an aeroplane as specified in paragraph (3) or (8) of this AD, as applicable, cancels the inspection requirements of ALI task 534129 or task 534130, as applicable, for that aeroplane.



**Ref. Publications:**

Airbus SB A320-53-1288, original issue dated 10 October 2014.

Airbus SB A320-53-1290, original issue dated 10 October 2014.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 12 October 2015 as PAD 15-131 for consultation until 07 November 2015. The Comment Response Document can be found at <http://ad.easa.europa.eu>.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51; E-mail: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com).

Superseded

