



Airworthiness Directive

AD No.: 2017-0231

Issued: 21 November 2017

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: 05 December 2017

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2016-0239 dated 02 December 2016 and EASA AD 2015-0038R1 dated 09 February 2017.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section Part 2 – Damage Tolerant Airworthiness Limitation Items – Implementations

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, A320-251N, A320-271N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232, 321-251N, A321-253N, A321-271N, A321-272N aeroplanes, all manufacturer serial numbers.

Reason:

The airworthiness limitations for the A320 family aeroplanes are currently defined and published in the Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS) document(s). The Damage Tolerant Airworthiness Limitation Items are published in ALS Part 2, approved by EASA. The instructions contained in the ALS Part 2 have been identified as mandatory actions for continued airworthiness.

Failure to comply with these instructions could result in an unsafe condition.



Previously, EASA issued AD 2016-0239 to require accomplishment of all maintenance tasks as described in ALS Part 2 at Revision 05, and AD 2015-0038 (later revised) to require the implementation of reduced thresholds and intervals for the detailed inspection of the forward engine mount on both right hand and left hand sides of aeroplanes equipped with CFM56-5A/5B engines, as specified in the ALS task 712111-01.

Since those ADs were issued, Airbus published Revision 06 of the ALS Part 2, and variations up to 6.3, including new and/or more restrictive items, and new A320 family models were certified and added to the Applicability of the ALS. The ALS Part 2 revision 06 also includes the reduced threshold and intervals required by EASA AD 2015-0038R1.

For the reason described above, this AD retains the requirements of EASA AD 2016-0239 and EASA AD 2015-0038R1, which are superseded, requires accomplishment of all maintenance tasks as described in the ALS Part 2 Revision 06, and ALS Part 2 variations 6.1, 6.2 and 6.3 (hereafter collectively referred to as "the ALS" in this AD), and maintains specific compliance times for ALS task 572021-01-1 (Wide Spread Fatigue Damage related).

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

Required as indicated, unless accomplished previously:

Maintenance Tasks:

- (1) From the effective date of this AD, within the thresholds and intervals as defined in the ALS (see Note 1 of this AD), accomplish all maintenance tasks as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.

The inspection defined in ALS task 572021-01-1 must be accomplished as specified in the ALS, or before 31 May 2018, whichever occurs later, and thereafter at intervals not to exceed 14 500 flight cycles or 29 000 flight hours, whichever occurs first.

Note 1: For the purpose of this AD, the thresholds and intervals as defined in the ALS include specific compliance times, as defined in the Compliance Time pages of the ALS for certain tasks.

Corrective Action(s):

- (2) In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, before next flight, accomplish the applicable corrective action(s) in accordance with the applicable Airbus maintenance documentation. If a detected discrepancy cannot be corrected by using existing Airbus instructions, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

Aircraft Maintenance Programme (AMP) Revision:

- (3) Within 12 months after the effective date of this AD, revise the approved AMP, on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by incorporating the maintenance tasks and associated thresholds and intervals described in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.



Credit:

- (4) For an AMP that, on the effective date of this AD, is already updated to incorporate the maintenance tasks as specified in a previous ALS Part 2 Revision, that action ensures (see Note 3 of this AD) the continued accomplishment of those tasks.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks (see Note 2 of this AD), as applicable to aeroplane model and depending on aeroplane configuration, as defined in, and within the compliance times (see Note 1 of this AD) as specified in the ALS to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate into the AMP the new and/or more restrictive tasks (see Note 2 of this AD), as applicable to aeroplane model and depending on aeroplane configuration, as defined in the ALS to comply with paragraph (3) of this AD.

Note 2: For the purpose of this AD, “the new and/or more restrictive tasks” include all tasks that have been included in the applicable ALS Part 2 since the previous Revision that is currently incorporated in the AMP.

- (5) Using the instructions of Airbus Service Bulletin (SB) A320-53-1339 is acceptable to accomplish the inspection as defined in task 531103-01-2 or task 531103-01-3, as applicable, of the ALS.

Recording AD compliance:

- (6) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures (see Note 3 of this AD) continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Note 3: For affected A318, A319, A320 and A321 aeroplanes registered in Europe, complying with the approved AMP, as specified in paragraph (3) or (4) of this AD, as applicable, is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.

Ref. Publications:

Airbus A318/A319/A320/A321 ALS Part 2 Revision 06 dated 10 April 2017.

Airbus A318/A319/A320/A321 ALS Part 2 Variation 6.1 dated 18 May 2017.

Airbus A318/A319/A320/A321 ALS Part 2 Variation 6.2 dated 24 May 2017.

Airbus A318/A319/A320/A321 ALS Part 2 Variation 6.3 dated 24 October 2017.

Airbus SB A320-53-1339 original issue dated 01 November 2017.

The use of later approved variations or revisions of this document 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 03 July 2017 as PAD 17-086 for consultation until 31 July 2017. The Comment Response Document can be found at <http://ad.easa.europa.eu> in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the Safety Information Section, 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 – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51; E-mail: account.airworth-eas@airbus.com.

Superseded

