



Airworthiness Directive

AD No.: 2019-0173

Issued: 18 July 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date: 01 August 2019

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Cockpit Lateral Window Frames – Inspection

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:

- A318 aeroplanes on which Airbus modification (mod) 39195 was embodied in production, or Airbus Service Bulletin (SB) A320-00-1219 was embodied in service, and
- A319 aeroplanes on which Airbus mod 28238, mod 28162 and mod 28342 were embodied in production, and
- All aeroplanes on which Airbus mod 161230 was embodied.

Definitions:

For the purpose of this AD, the following definitions apply:

Affected part: Vertical stiffener of lateral window frame at Frame (FR) 4, left-hand (LH) side and right-hand (RH) side.

The applicable inspection SB: Airbus SB A320-53-1402 (LH) and SB A320-53-1403 (RH), as applicable.



The applicable modification SB: Airbus SB A320-53-1404 (RH) and SB A320-53-1405 (LH), or SB A320-53-1406 (RH) and SB A320-53-1407 (LH), as applicable.

Repair 1: Stiffener reworked as per a first rework cut-out plus safety cut through SB A320-53-1402 (LH) or SB A320-53-1403 (RH), or through sketch n° 2 of repair instruction R53113031 issue C or any later issue.

Repair 2: LH or RH stiffener removal in accordance with the instructions of SB A320-53-1402 (LH) or SB A320-53-1403 (RH).

Reason:

During an inspection in accordance with Airworthiness Limitation Item (ALI) 531133 task, the RH side sliding window frame was found cracked.

This condition, if not detected and corrected, could reduce the structural integrity of the fuselage.

To address this potential unsafe condition, Airbus issued the applicable inspection SB to provide special detailed inspection (SDI) instructions with updated compliance time for the affected part.

For the reason described above, this AD requires repetitive SDI of affected parts.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within the threshold defined in Appendix 1 of this AD, as applicable, and, thereafter, at intervals not to exceed the value as defined in Appendix 1 of this AD, as applicable, accomplish an SDI of each affected part in accordance with the instructions of the applicable inspection SB.
- (2) After modification of an affected part on an aeroplane in accordance with the instructions of the applicable modification SB, or by embodiment of repair 1 or 2, the next inspection of that affected part, as required by paragraph (1) of this AD, can be deferred for a period equal to the corresponding threshold as identified in Appendix 1 of this AD, as applicable.

Corrective Action(s):

- (3) If, during any SDI as required by paragraph (1) of this AD, any crack is identified, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the applicable inspection SB, or contact Airbus for approved instructions and accomplish those instructions accordingly.

Reporting:

- (4) Within 90 days after any SDI as required by paragraph (1) of this AD, report the inspection results to Airbus. Using the inspection report in accordance with the instructions of the applicable inspection SB is acceptable to comply with this requirement.



Credit:

- (5) For an aeroplane that has been inspected per ALI task 531133 and repaired, before the effective date of this AD, in accordance with the instructions of an Airbus Repair Design Approval Sheet (RDAS), accomplish the next due inspection for each repaired area in accordance with, and within the time period after repair, as specified in Airbus RDAS, as applicable.

Alternative Method of Compliance:

- (6) Accomplishment of inspection per ALI task 531133-02-1 on an aeroplane, within the threshold and intervals as defined in paragraph (1) of this AD, constitutes an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Airbus SB A320-53-1402 original issue dated 17 May 2018.

Airbus SB A320-53-1403 original issue dated 17 May 2018.

Airbus SB A320-53-1404 original issue dated 17 May 2018.

Airbus SB A320-53-1405 original issue dated 17 May 2018.

Airbus SB A320-53-1406 original issue dated 17 May 2018.

Airbus SB A320-53-1407 original issue dated 17 May 2018.

The use of later approved revisions of the above-mentioned 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 13 May 2019 as PAD 19-083 for consultation until 10 June 2019. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. 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.



Appendix 1 – Compliance Time

Table 1 – LH Affected Part SDI

Aircraft Configuration	Compliance Time	Interval
	Threshold (whichever occurs later)	
All aeroplanes, except conf. A and conf. B	Before exceeding 23 100 flight cycles (FC) since aeroplane first flight OR Within 3 300 FC after last inspection per ALI task 531133-02-1 OR Within 1 100 FC since last inspection per ALI task 531133-01-1, or within 90 days after the effective date of this AD, whichever occurs later	3 300 FC
Conf. A: aeroplane not conf. B, and having SB A320-53-1405 or repair 1 embodied	Within 20 100 FC after SB A320-53-1405 embodiment, or since repair 1 embodiment	2 000 FC
Conf. B: aeroplanes having SB A320-53-1407 or repair 2 embodied	Within 31 400 FC after SB A320-53-1407 embodiment, or since repair 2 embodiment	6 600 FC



Table 2 – RH Affected Part SDI

Aircraft Configuration	Compliance Time	
	Threshold (whichever occurs later)	Interval
All aeroplanes, except conf. C and conf. D	Before exceeding 23 100 FC since aeroplane first flight, OR Within 3 300 FC since last inspection per ALI task 531133-02-1, OR Within 1 100 FC since last inspection per ALI task 531133-01-1, or within 90 days after the effective date of this AD, whichever occurs later	3 300 FC
Conf. C: aeroplane not conf. D, and having SB A320-53-1404 or repair 1 embodied	Within 20 100 FC after SB A320-53-1404 embodiment, or since repair 1 rework	2 000 FC
Conf. D: aeroplanes having SB A320-53-1406 or repair 2 embodied	Within 31 400 FC after SB A320-53-1406 embodiment, or since repair 2 stiffener removal	6 600 FC

