Airworthiness Directive

AD No.: 2023-0212

Issued: 06 December 2023

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date: 20 December 2023

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2021-0227 dated 11 October 2021.

ATA 53 – Fuselage – Double Joggle Area at Frame 16 and Frame 20 – Inspection

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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, A319-151N, A319-153N, A319-171N, A320-211, A320-212, A320-214, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-271N, A321-271NX, A321-272N and A321-272NX aeroplanes, all manufacturer serial numbers (MSN), except aeroplanes in any of the configurations below:

- Aeroplanes on which Airbus modification (mod) 160917 has been embodied in production;
- A318 aeroplanes on which Airbus mod 39195 has been embodied in production, or Airbus Service Bulletin (SB) A320-00-1219 has been embodied in service;
- A319 aeroplanes on which Airbus mod 28238, mod 28162 and mod 28342 have been embodied in production;
- A319 aeroplanes on which Airbus mod 162338 has been embodied in production;
- A320 aeroplanes on which Airbus mod 162339 has been embodied in production;

- CEO aeroplanes on which Airbus SB A320-53-1378, SB A320-53-1379, SB A320-53-1380 and SB A320-53-1381 have been embodied in service;
- NEO aeroplanes on which Airbus SB A320-53-1422, SB A320-53-1423, SB A320-53-1424, and SB A320-53-1425 have been embodied in service.

Definitions:

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

CEO aeroplanes: Commercial designation standing for Current Engine Option (CEO) for certain A318, A319, A320 and A321 aeroplanes having a configuration as defined in the EASA TCDS EASA.A.064.

NEO aeroplanes: Commercial designation standing for New Engine Option (NEO) for certain A319, A320 and A321 aeroplanes having a configuration as defined in the EASA TCDS EASA.A.064.

Affected area: Fuselage double joggle areas at frame (FR)16 and FR20, right-hand (RH) and left-hand (LH) sides.

The inspection SB: Airbus SB A320-53-1373 (CEO/FR16), SB A320-53-1374 (CEO/FR20), SB A320-53-1375 (NEO/FR16) or SB A320-53-1376 (NEO/FR20), as applicable to the aeroplane model and affected area.

The modification SB: Airbus SB A320-53-1378 (CEO/FR20 RH), SB A320-53-1379 (CEO/FR20 LH), SB A320-53-1380 (CEO/FR16 RH), SB A320-53-1381 (CEO/FR16 LH), SB A320-53-1425 (NEO/FR20 RH), SB A320-53-1424 (NEO/FR20 LH), SB A320-53-1423 (NEO/FR16 RH) and SB A320-53-1422 (NEO/FR16 LH), as applicable to the aeroplane model and affected area.

Aeroplane date of manufacture: The date of transfer of title (ownership) which is referenced in Airbus documentation at the time of first delivery to an operator.

Reason:

During inspections accomplished in accordance with Airworthiness Limitation Item (ALI) tasks 531153 and 531155, cracks were detected in the affected areas.

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

To address this potential unsafe condition, Airbus issued the inspection SB applicable to CEO aeroplanes, to provide instructions for special detailed inspections (SDI) of the affected areas, superseding the applicable ALI tasks (531153-02-1, 531153-02-2, 531155-02-1 and 531155-02-2). Airbus also issued the modification SB to provide instructions to reinforce the affected areas as an optional terminating action for the repetitive SDI. Consequently, EASA issued AD 2021-0227 to require repetitive SDI of the affected areas and, depending on findings, accomplishment of applicable corrective action(s). That AD also included reference to an optional terminating action for the repetitive SDI.

Since EASA AD 2021-0227 was issued, Airbus issued the inspection SB and modification SB for NEO aeroplanes. Airbus also developed additional (new) Structural Repair Manual (SRM) tasks for

corrective action(s) applicable to CEO aeroplanes and which were recognised as additional alternative method to Airbus repair designs originally required by EASA AD 2021-0227. Consequently, Airbus updated SB A320-53-1373 (CEO/FR16) and SB A320-53-1374 (CEO/FR20) accordingly.

For the reason described above, this AD retains the requirements of EASA AD 2021-0227, which is superseded and expands the Applicability to include NEO aeroplanes.

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

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Within the threshold and, thereafter, at intervals not exceeding the value as defined in Table 1 (for CEO aeroplanes) or Table 2 (for NEO aeroplanes) of this AD, as applicable, accomplish an SDI of each affected area in accordance with the instructions of the inspection SB.

Table 1 – SDI Compliance Time for CEO aeroplanes

Affected Area	**Threshold** (**A** or **B**, whichever occurs later)		**Interval**
FR 16	**A**	Before exceeding 30 200 flight cycles (FC) since aeroplane first flight	6 800 FC
	B	Within 6 800 FC since last accomplishment of ALI task 531153-02-1 and task 531153-02-2 (see Note 1)	
FR 20	**A**	Before exceeding 31 891 FC since aeroplane first flight	8 900 FC
	B	Within 8 900 FC since last accomplishment of ALI task 531155-02-1 and task 531155-02-2 (see Note 2)	

Table 2 – SDI Compliance Time for NEO aeroplanes

Affected Area	**Threshold** (**A** or **B**, whichever occurs later)	**Interval**
FR 16	Before exceeding 30 200 flight cycles (FC) since aeroplane first flight	6 800 FC
FR 20	Before exceeding 31 891 FC since aeroplane first flight	8 900 FC

Note 1: ALI task 531153-02-1 applies to the LH side and ALI task 531153-02-2 applies to the RH side. Compliance time ‘B’ in Table 1 of this AD must be counted from the earlier date between the last accomplishment of any of those two ALI tasks.

Note 2: ALI task 531155-02-1 applies to the LH side and ALI task 531155-02-2 applies to the RH side. Compliance time ‘B’ in Table 1 of this AD must be counted from the earlier date between the last accomplishment of any of those two ALI tasks.

Note 3: ALI tasks 531153-02-2 and 531155-02-2 have been deleted (for both, CEO and NEO aerolanes) by issuance of ALI Part 2 Variation 9.2 dated 10 November 2022 and, for NEO aeroplanes only, replaced by ALI tasks 531153-03-1 and 531155-03-1.

Credit:

(2) For an aeroplane that has been inspected in accordance with ALI task 531153-02-1, 531153-02-2, 531155-02-1 and/or 531155-02-2 and repaired using Airbus approved instructions, accomplish the (repetitive) inspections of each repaired fastener hole in accordance with the applicable Airbus approved repair instructions within the time period(s) after repair, as specified therein.

(3) Any post-repair inspection instructions approved by Airbus and stating that those instructions supersede Airbus ALI task 531153-02-1, 531153-02-2, 531155-02-1 and/or 531155-02-2 inspection requirements, are acceptable to comply with the inspection requirements of paragraph (1) for the specific area(s) detailed in the approved repair instructions statement. For all other affected areas, the requirements of this AD remain applicable.

Corrective Action(s):

(4) If, during any inspection as required by paragraph (1) of this AD, any crack is detected, before next flight, accomplish all the applicable corrective actions in accordance with the instructions of the inspection SB, as applicable, or contact Airbus for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Note 4: For all non-repaired fastener holes, refer to paragraph (1) of this AD.

ALI Tasks Supersedure:

(5) Accomplishment of inspections on an aeroplane as required by paragraph (1) of this AD supersedes ALI tasks 531153-02-1, 531153-02-2 (531153-03-1 for NEO only), 531155-02-1, 531155-02-2 and (531155-03-1 for NEO only), as applicable, for that aeroplane.

Terminating Action:

(6) Accomplishment of corrective action(s) on an aeroplane as required by paragraph (4) of this AD does not constitute terminating action for the repetitive SDI as required by paragraph (1) of this AD for that aeroplane, unless specified otherwise in the instructions provided by Airbus.

(7) Modification of an affected area on an aeroplane in accordance with the instructions of the modification SB constitutes terminating action for the repetitive SDI as required by paragraph (1) of this AD for that affected area on that aeroplane.

(8) Accomplishment of inspection(s) on an aeroplane as specified by paragraph (2) of this AD for a repaired fastener hole constitutes terminating action for the repetitive SDI as required by paragraph (1) of this AD for that repaired fastener hole on that aeroplane.

Ref. Publications:

Airbus SB A320-53-1373 original issue dated 14 June 2018, or Revision 01 dated 03 December 2021, or Revision 2 dated 16 November 2023.

Airbus SB A320-53-1374 original issue dated 14 June 2018, or Revision 01 dated 03 December 2021, or Revision 2 dated 16 November 2023.

Airbus SB A320-53-1375 original issue dated 01 December 2022.

Airbus SB A320-53-1376 original issue dated 01 December 2022.

Airbus SB A320-53-1378 original issue dated 14 June 2018, or Revision 01 dated 17 September 2019, or Revision 02 dated 20 April 2023.

Airbus SB A320-53-1379 original issue dated 14 June 2018, or Revision 01 dated 17 September 2019, or Revision 02 dated 13 January 2021, or Revision 03 dated 20 April 2023.

Airbus SB A320-53-1380 original issue dated 14 June 2018, or Revision 01 dated 13 September 2019, or Revision 02 dated 20 April 2023.

Airbus SB A320-53-1381 original issue dated 14 June 2018, or Revision 01 dated 18 September 2019, or Revision 02 dated 20 April 2023.

Airbus SB A320-53-1422 original issue dated 01 December 2022.

Airbus SB A320-53-1423 original issue dated 01 December 2022, or Revision 01 dated 23 October 2023.

Airbus SB A320-53-1424 original issue dated 01 December 2022.

Airbus SB A320-53-1425 original issue dated 01 December 2022.

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 18 October 2023 as PAD 23-114 for consultation until 15 November 2023. 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 Safety 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. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or

may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD please contact: AIRBUS – Airworthiness Office – 1IASA; E-mail: account.airworth-eas@airbus.com.