

Airworthiness Directive

AD No.: 2024-0077**Issued:** 19 March 2024

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: 02 April 2024**TCDS Number(s):** EASA.A.064**Foreign AD:** Not applicable**Revision:** This AD supersedes EASA AD 2016-0206 dated 13 October 2016, including its Correction dated 14 October 2016.

ATA 53 – Fuselage – Pressure Panel Longitudinal Beams – Inspection / Repair / Modification

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 (MSN), except those having Airbus modification (mod) 151574 embodied in production.

Definitions:

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

None.

Reason:

During fatigue tests, cracks were found around the fasteners connecting the pressure panel with the flexible bracket at fuselage frame (FR) 36, adjacent to the longitudinal beams on left-hand (LH) and right-hand (RH) sides.

This condition, if not detected and corrected, could impair the structural integrity of the aeroplane.

To address this unsafe condition, DGAC France issued AD 2000-531-155(B) to require repetitive inspections of the longitudinal beams of the FR36 pressure panel and, depending on findings, the accomplishment of a repair.

After that AD was issued, additional cracks have been found under the beams, but in locations not covered by the required inspections. Fatigue and damage tolerance analyses were performed, the results of which indicated that all the holes in the pressure panel above all the longitudinal beams have to be cold worked.

Consequently, EASA issued AD 2016-0206, later corrected, which retains the requirements of DGAC France AD 2000-531-155(B), which was superseded, extending the applicability to all A320 family aeroplanes and requiring modification of all the affected holes.

Since that AD was issued, it has been determined that previous Revisions of Service Bulletin (SB) A320-53-1263 provide improper countersunk information, and Airbus revised SB A320-53-1263 accordingly (now at Revision 05).

For the reason described above, this AD retains the requirements of EASA AD 2016-0206, which is superseded, and requires accomplishment of actions in accordance with the instructions of SB A320-53-1263 Revision 05 in paragraph (6) and provides credit for actions in accordance with the instructions of SB A320-53-1263 at previous Revisions in paragraph (11).

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Note 1: The actions specified in paragraphs (1), (2) and (3) of this AD [restatement of the requirements of DGAC France AD 2000-531-155(B)] are applicable only to aeroplanes with MSN from 002 to 107 inclusive, except those on which Airbus mod 21202 was embodied in production, or on which Airbus SB A320-53-1029 original issue or Revision 01 was embodied in service.

- (1) Initially, before exceeding 30 000 flight cycles (FC) since aeroplane first flight, and, thereafter, at intervals not to exceed 18 000 FC, accomplish a special detailed inspection (SDI) around the fasteners which connect the pressure panel with the flexible bracket and the longitudinal beam at FR36 in accordance with the instructions of Airbus SB A320-53-1030 Revision 01.
- (2) If, during any inspection as required by paragraph (1) of this AD, cracks are detected on an aeroplane, before next flight, repair that aeroplane in accordance with the instructions of Airbus SB A320-53-1030 Revision 01.
- (3) Inspections and corrective actions, accomplished before 27 October 2016 [the effective date of EASA AD 2016-0206] in accordance with the instructions of Airbus SB A320-53-1030 at original issue, are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD. After 27 October 2016 [the effective date of EASA AD 2016-0206], repetitive inspections and applicable corrective actions must be accomplished in accordance with the instructions of Airbus SB A320-53-1030 at Revision 01.



Inspection:

- (4) Within the thresholds indicated in Appendix 1 of this AD, as applicable, accomplish an SDI of the pressure panel above the left-hand (LH) and right-hand (RH) longitudinal beams in accordance with the instructions of Airbus SB A320-53-1264 at Revision 01.

Corrective Actions:

- (5) If, during the SDI as required by paragraph (4) of this AD, any crack is found outside the limits defined in Airbus SB A320-53-1264 at Revision 01, before next flight, contact Airbus for approved repair instructions and, within the compliance time as specified in those instructions, accomplish the repair accordingly. If no compliance time is defined in the repair instructions, accomplish the repair before next flight.

Modification:

- (6) If, during the SDI as required by paragraph (4) of this AD, no damage is found, or cracks are found within the limits as defined in Airbus SB A320-53-1264, before next flight, modify the pressure panel above the LH and RH longitudinal beams in accordance with the instructions of Airbus SB A320-53-1240 at Revision 01 or SB A320-53-1263 at Revision 05, as applicable.

Terminating Action:

- (7) Modification of an aeroplane as required by paragraph (6) of this AD; or, prior to 27 October 2016 [the effective date of EASA AD 2016-0206], in accordance with the instructions of Airbus SB A320-53-1240 at original issue or SB A320-53-1263 at original issue, as applicable; or in accordance with Airbus approved instructions that identify the repair as technically equivalent to the accomplishment of Airbus SB A320-53-1240 or SB A320-53-1263, as applicable, constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.
- (8) Accomplishment of a repair on an aeroplane as required by paragraph (5) of this AD constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane, unless specified otherwise in the repair instructions provided by Airbus.

Credit:

- (9) Inspections on an aeroplane accomplished before 27 October 2016 [the effective date of EASA AD 2016-0206] in accordance with the instructions of Airbus SB A320-53-1264 at original issue are acceptable to comply with the requirements of paragraph (4) of this AD for that aeroplane.
- (10) Modification of an aeroplane accomplished before 27 October 2016 [the effective date of EASA AD 2016-0206] in accordance with the instructions of Airbus SB A320-53-1240 at original issue, or SB A320-53-1263 at original issue, as applicable, is acceptable to comply with the modification requirement of paragraph (6) of this AD for that aeroplane.
- (11) Modification of an aeroplane as required by paragraph (6) of this AD, accomplished before the effective date of this AD, in accordance with the instructions of SB A320-53-1263 at Revision 01, Revision 02, Revision 03 or Revision 04, are acceptable to comply with the requirements of paragraph (6) of this AD for that aeroplane.



Ref. Publications:

Airbus SB A320-53-1029 original issue dated 05 January 2000, or Revision 01 dated 29 April 2002.

Airbus SB A320-53-1030 original issue dated 05 January 2000, or Revision 01 dated 21 May 2002.

Airbus SB A320-53-1240 original issue dated 19 March 2015, or Revision 01 dated 04 April 2016, or Revision 02 dated 14 March 2017, or Revision 03 dated 15 February 2021, or Revision 04 dated 05 May 2022.

Airbus SB A320-53-1263 original issue dated 19 March 2015, or Revision 01 dated 29 February 2016, or Revision 02 dated 06 December 2017, or Revision 03 dated 16 December 2023, or Revision 04 dated 05 May 2022, or Revision 05 dated 04 September 2023.

Airbus SB A320-53-1264 original issue dated 19 March 2015, or Revision 01 dated 04 July 2016, or Revision 02 dated 23 May 2018, or Revision 03 dated 08 September 2021.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 16 April 2024. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a 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.



Appendix 1 - Pressure Panel Inspection / Modification Threshold

| Affected aeroplanes | Time accumulated by the aeroplane on the effective date of this AD (FC or flight hours (FH), whichever occurs first since aeroplane first flight) | Compliance time (FC or FH, whichever occurs first) |
|---|--|--|
| All, except: • A318 Elite • A319 CJ • A320 post SB 57-1193 • A319 post SB 57-1193 | Less than 12 000 FC or 24 000 FH | A: Before accumulating 12 000 FC or 24 000 FH since aeroplane first flight, or B: Within 5 000 FC or 10 000 FH after 27 October 2016 [the effective date of EASA AD 2016-0206] whichever occurs later, A or B |
| | 12 000 FC or 24 000 FH or more, but less than 30 000 FC or 60 000 FH | Within 5 000 FC or 10 000 FH after 27 October 2016 [the effective date of EASA AD 2016-0206], without exceeding 33 000 FC or 66 000 FH since aeroplane first flight |
| | 30 000 FC or 60 000 FH or more, but less than 40 000 FC or 80 000 FH | Within 3 000 FC or 6 000 FH after 27 October 2016 [the effective date of EASA AD 2016-0206], without exceeding 41 800 FC or 83 600 FH since aeroplane first flight |
| | 40 000 FC or 80 000 FH or more, but less than 44 000 FC or 88 000 FH | Within 1 800 FC or 3 600 FH after 27 October 2016 [the effective date of EASA AD 2016-0206], without exceeding 44 600 FC or 89 200 FH since aeroplane first flight |
| | 44 000 FC or 88 000 FH or more | Within 600 FC or 1 200 FH after 27 October 2016 [the effective date of EASA AD 2016-0206] |
| A318 Elite | Less than 11 300 FC or 33 900 FH | A: Before accumulating 11 300 FC or 33 900 FH since aeroplane first flight, or B: Within 2 500 FC or 7 600 FH 27 October 2016 [the effective date of EASA AD 2016-0206] whichever occurs later, A or B |
| | 11 300 FC or 33 900 FH or more | Within 2 500 FC or 7 600 FH after 27 October 2016 [the effective date of EASA AD 2016-0206] |
| A319 CJ pre SB 57-1193 | Less than 6 300 FC or 27 000 FH | A: Before accumulating 6 300 FC or 27 000 FH since aeroplane first flight, or B: Within 2 300 FC or 11 300 FH after 27 October 2016 [the effective date of EASA AD 2016-0206] whichever occurs later, A or B |
| | 6 300 FC or 27 000 FH or more, but less than 14 300 FC or 68 300 FH | Within 2 300 FC or 11 300 FH after 27 October 2016 [the effective date of EASA AD 2016-0206], without exceeding 15 700 FC or 75 100 FH since aeroplane first flight |
| | 14 300 FC or 68 300 FH or more | Within 1 400 FC or 6 800 FH after the effective date of this AD |



| Affected aeroplanes | Time accumulated by the aeroplane on the effective date of this AD (FC or flight hours (FH), whichever occurs first since aeroplane first flight) | Compliance time (FC or FH, whichever occurs first) |
|---|--|--|
| A320 post SB 57-1193 and A319 post SB 57-1193 | Less than 9 000 FC or 18 000 FH | A: before accumulating 9 800 FC or 19 600 FH since aeroplane first flight, or B: Within 3 300 FC or 6 600 FH after 27 October 2016 [the effective date of EASA AD 2016-0206] whichever occurs later, A or B * |
| A320 post SB 57-1193 and A319 post SB 57-1193 (cont'd) | 9 000 FC or 18 000 FH or more, but less than 24 000 FC or 48 000 FH | Within 3 300 FC or 6 600 FH after 27 October 2016 [the effective date of EASA AD 2016-0206], without exceeding 25 300 FC or 50 600 FH since aeroplane first flight* |
| | 24 000 FC or 48 000 FH or more, but less than 30 000 FC or 60 000 FH | Within 1 300 FC or 2 600 FH after 27 October 2016 [the effective date of EASA AD 2016-0206], without exceeding 30 700 FC or 61 400 FH since aeroplane first flight* |
| | 30 000 FC or 60 000 FH or more, but less than 32 000 FC or 64 000 FH | Within 700 FC or 1 400 FH after 27 October 2016 [the effective date of EASA AD 2016-0206], without exceeding 32 300 FC or 64 600 FH since aeroplane first flight* |
| | 32 000 FC or 64 000 FH or more, but less than 33 000 FC or 66 000 FH | Within 300 FC or 600 FH 27 October 2016 [the effective date of EASA AD 2016-0206], without exceeding 33 000 FC or 66 000 FH since aeroplane first flight* |
| | 33 000 FC or 66 000 FH or more | Contact Airbus for instructions within 30 days after 27 October 2016 [the effective date of AD 2016-0206] |
| A319 used as CJ post SB 57-1193 | Less than 4 200 FC or 18 000 FH | A: Before accumulating 4500 FC or 19 600 FH since aeroplane first flight, or B: Within 1 600 FC or 6 800 FH after 27 October 2016 [the effective date of EASA AD 2016-0206] whichever occurs later, A or B ** |
| | 4 200 FC or 18 000 FH or more, but less than 14 300 FC or 61 400 FH | Within 1 600 FC or 6 800 FH 27 October 2016 [the effective date of EASA AD 2016-0206], without exceeding 15 300 FC or 65 700 FH since aeroplane first flight** |
| | 14 300 FC or 61 400 FH or more but less than 18 000 FC or 77 400 FH | Within 1 000 FC or 4 300 FH after 27 October 2016 [the effective date of EASA AD 2016-0206] |

Note 2: For A320 and A319 post SB 57-1193, refer to ALS Part 2 variation 3.6 or ALS Part 2 revision 4, or later further ALS Part 2 revision, for determination of the threshold when sharklet is installed.

* Without exceeding the time at which Inspection is required through the threshold or compliance time of A320 pre SB 57-1193 (pre mod 160080)

** Without exceeding the time at which Inspection is required through the threshold or compliance time of A319CJ pre SB 57-1193 (pre mod 160080)

