



Airworthiness Directive

AD No.: 2020-0040R1

Issued: 16 June 2020

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):

A319 and A320 aeroplanes

Effective Date: Revision 1: 23 June 2020
Original issue: 13 March 2020

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2020-0040 dated 28 February 2020, which superseded DGAC France AD 2002-259(B) dated 15 May 2002.

ATA 53 – Fuselage – Overwing Emergency Exit Cut-Outs in Section 15 – Modification

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus 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 and A320-233

aeroplanes, all manufacturer serial numbers (MSN), except:

- A319 and A320 aeroplanes on which Airbus modification (mod) 160001 was embodied in production;
- A319 and A320 aeroplanes on which Airbus Service Bulletin (SB) A320-57-1193 was embodied in service; and
- A319 aeroplanes on which Airbus mod 28238, mod 28162 and mod 28342 were embodied in production.

Definitions:

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

None



Reason:

During full scale tests to support the A320 structure Extended Service Goal (ESG) exercise, several cracks were found on overwing emergency exit door cut-outs, both sides, at fuselage section 15.

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

Prompted by these findings, Airbus published SB A320-53-1274 to provide instructions for retrofit modification with reinforcements, thereby preventing crack initiation in the affected areas and allowing a modified aeroplane to operate up to the new ESG limit.

For the same area affected by the reinforcements specified in SB A320-53-1274, it was found that DGAC France had previously issued AD 2002-259(B), which required, for certain A320 aeroplanes, repetitive inspections and corrective actions in accordance with SB A320-53-1032. That AD also specified that Airbus SB A320-53-1031 provides (optional) terminating actions for these repetitive inspections. Depending on accomplishment of corrective and/or terminating actions, accomplishment of SB A320-53-1274 may be affected.

For the reason described above, EASA issued AD 2020-0040, retaining the requirements of DGAC France AD 2002-259(B), which was superseded, and requiring inspections and modification of the affected overwing emergency exit door cut-outs.

Since that AD was issued, comments have been received from operators of aeroplanes having the maintenance program publication trigger (MPPT) on or below the upper threshold of the compliance time for the one-time inspection and modification as required by paragraphs (5) and (6), respectively, of this AD. This AD is revised to exclude those aeroplanes from the Applicability.

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

Required as indicated, unless accomplished previously:

Repetitive Inspections:

- (1) For A320-211, A320-212 and A320-231 aeroplanes, all MSN up to 0178 inclusive, except aeroplanes on which Airbus mod 21346 was embodied in production, or Airbus SB A320-53-1031 was embodied in service: Before exceeding 24 800 flight cycles (FC) since aeroplane first flight, or within 3 500 FC after 25 May 2002 [the effective date of DGAC France AD 2002-259(B)] whichever occurs later, without exceeding 30 000 FC since aeroplane first flight, and, thereafter, at intervals not exceeding the values as specified in Airbus SB A320-53-1032 Revision (Rev.) 02, accomplish a detailed visual inspection (DVI) around the fastener holes in accordance with the instructions of Airbus SB A320-53-1032 Rev. 02.

Corrective Action:

- (2) If, during any DVI as required by paragraph (1) of this AD, discrepancies are detected, before next flight, accomplish a repair in accordance with the instructions of Airbus SB A320-53-1032 Rev. 02.

Terminating Action:

- (3) Repair of an aeroplane as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.



- (4) Modification (cold expansion of fastener holes) of an aeroplane in accordance with the instructions of Airbus SB A320-53-1031 constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

One-time Inspection:

- (5) Before exceeding 48 000 FC since aeroplane first flight, but not before reaching 40 000 FC since aeroplane first flight, inspect the emergency exit door structure in accordance with the instructions of Airbus SB A320-53-1277 Rev. 02.

Corrective Action(s):

- (6) If, during the inspection as required by paragraph (5) of this AD, no crack is found, or cracks are found that are within the limits as specified in Airbus SB A320-53-1277 Rev. 02, before next flight, repair the cracks in accordance with the instructions of SB A320-53-1277 Rev. 02, as applicable, and modify the emergency exit door hatches in accordance with the instructions of Airbus SB A320-53-1274.
- (7) If, during the inspection as required by paragraph (5) of this AD, any crack is found that exceeds the limits as specified in Airbus SB A320-53-1277 Rev. 02, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly, and modify the emergency exit door hatches in accordance with the instructions of Airbus SB A320-53-1274.
- (8) If, depending on previous modification and/or repair accomplished on an aeroplane, the modification required by paragraph (6) or (7) of this AD, as applicable, cannot be accomplished, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.

Credit:

- (9) An inspection, accomplished on an aeroplane before 13 March 2020 [the effective date of the original issue of this AD] in accordance with the instructions of SB A320-53-1277 Rev. 01, is acceptable for compliance with the requirements of paragraph (5) of this AD for that aeroplane, provided the modification or repair, as required by paragraph (6), (7) or (8) of this AD, as applicable, has been accomplished on that aeroplane before next flight after that inspection.

Terminating Action:

- (10) Accomplishment of the inspection on an aeroplane, as required by paragraph (5) of this AD, and of repair or modification of that aeroplane, as required by paragraphs (6), (7) or (8) of this AD, as applicable, constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.

Additional Requirements:

- (11) For an aeroplane that, before 13 March 2020 [the effective date of the original issue of this AD], has been inspected and/or repaired, as applicable, in accordance with the instructions of Airbus SB A320-53-1277 original issue or Rev. 01, and that has not been modified in accordance with the instructions of Airbus SB A320-53-1274, before exceeding 54 000 FC since aeroplane first flight or within 6 000 FC after the inspection, whichever occurs first, accomplish an inspection in accordance with paragraph (5) of this AD and, depending on findings, accomplish the applicable corrective actions as defined in paragraphs (6), (7) and (8) of this AD.



- (12) From 13 March 2020 [the effective date of the original issue of this AD], do not modify an aeroplane in accordance with the instructions of Airbus SB A320-53-1274, unless the inspection as required by paragraph (5) of this AD and subsequent repair and modification as required by paragraph (6), (7) or (8) of this AD, as applicable, have been accomplished on that aeroplane.
- (13) For an aeroplane that, before 13 March 2020 [the effective date of the original issue of this AD], has been modified in accordance with the instructions of Airbus SB A320-53-1274, and that has not been concurrently inspected in accordance with the instructions of Airbus SB A320-53-1277 at Rev. 01 or higher, before exceeding 54 000 FC since aeroplane first flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

Ref. Publications:

Airbus SB A320-53-1274 original issue dated 15 July 2014, or Rev. 01 dated 18 June 2015, or Rev. 02 dated 16 September 2016, or Rev. 03 dated 09 June 2017.

Airbus SB A320-53-1277 original issue dated 29 January 2013, or Rev. 01 dated 03 November 2016, or Rev. 02 dated 11 September 2019.

Airbus SB A320-53-1031 original issue dated 09 December 1994, or Rev. 01 dated 14 November 1997, or Rev. 02 dated 05 December 2001.

Airbus SB A320-53-1032 original issue dated 09 December 1994, or Rev. 01 dated 15 January 1998, or Rev. 02 dated 05 December 2001.

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. The original issue of this AD was posted on 09 October 2014 as PAD 14-144, then republished on 02 November 2015 as PAD 14-144R1 for consultation until 30 November 2015, then republished on 22 June 2017 as PAD 14-144R2 for consultation until 20 July 2017. The Comment Response Documents 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 – IIASA; E-mail: account.airworth-eas@airbus.com.

