Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 16-134R1

Issued: 26 June 2017

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.
All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated..

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date:	[TBD - standard: 14 days after AD issue date]
TCDS Number(s):	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2012-0008 dated 16 January 2012 and EASA AD 2014-0141 dated 04 June 2014.

ATA 05 – Time Limits / Maintenance Checks – Safe Life Airworthiness Limitations Items – ALS Part 1 – Amendment

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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, 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, A321-251N, A321-253N, A321-271N, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers.

Reason:

The airworthiness limitations for Airbus A320 family aeroplanes, which are approved by EASA, are currently defined and published in the A318, A319, A320 and A321 Airworthiness Limitations Section (ALS) document(s). The Safe Life Airworthiness Limitation Items are specified in ALS Part 1. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued AD 2012-0008 to require the implementation of the airworthiness limitations as specified in Airbus A318/A319/A320/A321 ALS Part 1 Revision 02, and EASA AD 2014-0141 to require the implementation of specific life limits for the main landing gear (MLG) upper cardan pin Part Number (P/N) 201163620.

Since those ADs were issued, studies were conducted in the frame of in-service events or during life extension campaigns, the results of which prompted revision of the life limits of several components installed on A320 family aeroplanes. Consequently, Airbus successively issued Revision 03, Revision 04 and Revision 05 of the A318/A319/A320/A321 ALS Part 1. ALS Part 1 Revision 5 also includes the life limits required by EASA AD 2014-0141.

For the reason described above, this AD retains the requirements of EASA AD 2012-0008 and EASA AD 2014-0141, which are superseded, and requires accomplishment of the actions specified in A318/A319/A320/A321 ALS Part 1 Revision 05 (hereafter referred to as 'the ALS' in this AD). A318/A319/A320/A321 ALS Part 1 Revision 05 issue 02 was issued to provide clarifications.

This PAD is revised to mandate the ALS Part 1 at Revision 05 in lieu of ALS Part 1 at Revision 04, as originally proposed, and to include new aeroplane models to the Applicability.

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

Required as indicated, unless accomplished previously:

Replacement of Life Limited Parts:

(1) From the effective date of this AD, replace each component before exceeding the applicable life limit, as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.

Aircraft Maintenance Programme (AMP) Revision:

(2) 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 limitations described in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.

Credit:

(3) For an AMP that, on the effective date of this AD, is already updated to incorporate the life limitations as specified in A318/A319/A320/A321 ALS Part 1 Revision 02, that action ensures (see Note 1 of this AD) the continued accomplishment of those limitations.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and more restrictive limitations, as defined in A318/A319/A320/A321 ALS Part 1 Revision 03, Revision 04 and Revision 05, respectively, and within the compliance times as specified in the ALS, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and more restrictive limitations, as defined in A318/A319/A320/A321 ALS Part 1 Revision 03, Revision 04 and Revision 05, respectively, into the AMP to comply with paragraph (2) of this AD.

(4) For an AMP that, on the effective date of this AD, is already updated to incorporate the life limitations as specified in A318/A319/A320/A321 ALS Part 1 Revision 03, that action ensures (see Note 1 of this AD) the continued accomplishment of those limitations.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and more restrictive limitations, as defined in A318/A319/A320/A321 ALS Part 1 Revision 04 and Revision 05, respectively, and within the compliance times as specified in the ALS, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and more restrictive limitations, as defined in A318/A319/A320/A321 ALS Part 1 Revision 04 and Revision 05, respectively, into the AMP to comply with paragraph (2) of this AD.

(5) For an AMP that, on the effective date of this AD, is already updated to incorporate the life limitations as specified in A318/A319/A320/A321 ALS Part 1 Revision 04, that action ensures (see Note 1 of this AD) the continued accomplishment of those limitations.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and more restrictive limitations, as defined in, and within the compliance times as specified in the ALS, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and more restrictive limitations, as defined in the ALS, into the AMP to comply with paragraph (2) of this AD.

Recording AD compliance:

(6) When the AMP of an aeroplane has been revised as required by paragraph (2), (3), (4) or (5) of this AD, as applicable, that action ensures (see Note 1 of this AD) continued accomplishment of the tasks as required by paragraphs (1) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (2), (3), (4) or (5) 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 1: For affected A318, A319, A320 and A321 aeroplanes registered in Europe, complying with the approved AMP, as specified in paragraph (2), (3), (4) or (5) of this AD, as applicable, is required by Commission Regulation (EU) 1321/2014, Part M.A.301, paragraph 3.

Ref. Publications:

Airbus ALS Part 1 Revision 05 dated 06 April 2017, or Airbus ALS Part 1 Revision 05 issue 02 dated 19 April 2017.

The use of later approved variations or revisions of this document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 24 July 2017.

2. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

3. 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.