



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 16-134

Issued: 19 September 2016

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.

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

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.

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.

EASA issued AD 2006-0162 (superseding DGAC France AD F-2004-032, EASA approval 2004-1049) to require the implementation of the airworthiness limitations as specified in Airbus



A318/A319/A320/A321 ALS Part 1 at original issue. Subsequently, EASA issued AD 2012-0008, retaining the requirements of AD 2006-0162, which was superseded, to require the implementation of the airworthiness limitations as specified in Airbus A318/A319/A320/A321 ALS Part 1 Revision 02.

Since that AD was 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 A318, A319, A320 and A321 aeroplanes. Consequently, Airbus issued Revision 03, and later on Revision 04 of the A318/A319/A320/A321 ALS Part 1.

For the reason described above, this AD retains the requirements of EASA AD 2012-0008, which is superseded, and requires accomplishment of the actions specified in A318, A319, A320 and A321 ALS Part 1 Revision 04 (hereafter referred to as 'the ALS' in this AD).

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

Required as indicated, unless accomplished previously:

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

Note 1: For MLG upper cardan Part Number 201163620, the life limit as defined in the ALS does not apply. Instead, the requirements of EASA AD 2014-0141 are relevant for that specific part.

- (2) **Aircraft Maintenance Programme (AMP) Revision:** 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 the aeroplane configuration.

- (3) **Credit:** For an AMP that, on the effective date of this AD, is already updated to incorporate the life limitations as specified in ALS Part 1 Revision 02, that action ensures (see Note 2 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 the ALS Part 1 Revision 03 and Revision 04, 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 Part 1 Revision 03 and Revision 04, into the AMP to comply with paragraph (2) of this AD.

- (4) **Credit:** For an AMP that, on the effective date of this AD, is already updated to incorporate the life limitations as specified in ALS Part 1 Revision 03, that action ensures (see Note 2 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 Part 1 Revision 04, into the AMP to comply with paragraph (2) of this AD.



- (5) **Recording AD compliance:** When the AMP of an aeroplane has been revised as required by paragraph (2) or (3) or (4) of this AD, as applicable, that action ensures (see Note 2 of this AD) continued accomplishment of the tasks as required by paragraph (1) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (2) or (3) or (4) 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 2: For affected A318, A319, A320 and A321 aeroplanes registered in Europe, complying with the approved AMP, as specified in paragraph (3) or (4) of this AD, as applicable, is required by Commission Regulation (EU) No [1321/2014](#), Part M.A.301, paragraph 3.

Ref. Publications:

Airbus ALS Part 1 Revision 04 dated 20 June 2016.

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 17 October 2016.
2. Enquiries regarding this PAD 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 PAD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51; E-mail: account.airworth-eas@airbus.com.

