



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 17-086

**Issued:** 03 July 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 2016-0239 dated 02 December 2016 and EASA AD 2015-0038R1 dated 09 February 2017.

### ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section Part 2 – Damage Tolerant Airworthiness Limitation Items – Implementations

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

**Reason:**

The airworthiness limitations for the A320 family aeroplanes are currently defined and published in the Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS) document(s). The Damage Tolerant Airworthiness Limitation Items are published in ALS Part 2, approved by EASA. The instructions contained in the ALS Part 2 have been identified as mandatory actions for continued airworthiness.

Failure to comply with these instructions could result in an unsafe condition.



Previously, EASA issued AD 2016-0239 to require accomplishment of all maintenance tasks as described in ALS Part 2 at Revision 05, and AD 2015-0038 (later revised) to require the implementation of reduced thresholds and intervals for the detailed inspection of the forward engine mount on both right hand and left hand sides of aeroplanes equipped with CFM56-5A/5B engines, as specified in the ALS task 712111-01.

Since those ADs were issued, Airbus published Revision 06 of the ALS Part 2, including new and/or more restrictive items, and new A320 family models were certified and added to the Applicability of the ALS. The ALS Part 2 revision 06 also includes the reduced threshold and intervals required by EASA AD 2015-0038R1.

For the reason described above, this AD retains the requirements of EASA AD 2016-0239 and EASA AD 2015-0038R1, which are superseded, requires accomplishment of all maintenance tasks as described in the ALS Part 2, Revision 06 (hereafter referred to as 'the ALS' in this AD), and maintains specific compliance times for ALS task 572021-01-1 (Wide Spread Fatigue Damage related).

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

Required as indicated, unless accomplished previously:

#### **Maintenance Tasks:**

- (1) From the effective date of this AD, within the thresholds and intervals as defined in the ALS (see Note 1 of this AD), accomplish all maintenance tasks as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.

The inspection defined in ALS task 572021-01-1 must be accomplished as specified in the ALS, or before 31 May 2018, whichever occurs later, and thereafter at intervals not to exceed 14 500 flight cycles or 29 000 flight hours, whichever occurs first.

Note 1: For the purpose of this AD, the thresholds and intervals as defined in the ALS include specific compliance times, as defined in the Compliance Time pages of the ALS for certain tasks.

#### **Corrective Action(s):**

- (2) In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, before next flight, accomplish the applicable corrective action(s) in accordance with the applicable Airbus maintenance documentation. If a detected discrepancy cannot be corrected by using existing Airbus instructions, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

#### **Aircraft Maintenance Programme (AMP) Revision:**

- (3) 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 maintenance tasks and associated thresholds and intervals described in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.



**Credit:**

- (4) For an AMP that, on the effective date of this AD, is already updated to incorporate the maintenance tasks as specified in ALS Part 2 at Revision 03, Revision 04, or Revision 05, that action ensures (see Note 2 of this AD) the continued accomplishment of those tasks.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks, as defined in ALS Part 2 at Revision 04, Revision 05 and Revision 06, or Revision 05 and Revision 06, or only Revision 06, as applicable, 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/or more restrictive tasks, as defined in the ALS Part 2 at Revision 04, Revision 05 and Revision 06, or Revision 05 and Revision 06, or only Revision 06, as applicable, into the AMP to comply with paragraph (3) of this AD.

**Recording AD compliance:**

- (5) When the AMP of an aeroplane has been revised as required by paragraph (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 paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (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) [1321/2014](#), Part M.A.301, paragraph 3.

**Ref. Publications:**

Airbus A318/A319/A320/A321 ALS Part 2 Revision 06, dated 10 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 31 July 2017.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:account.airworth-eas@airbus.com).

