



Airworthiness Directive

AD No.: 2019-0122

Issued: 04 June 2019

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):

A318, A319, A320 and A321 aeroplanes

Effective Date: 18 June 2019

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2013-0261 dated 28 October 2013.

ATA 53 – Fuselage – Side Box Beam Flange in Frame 43 Area – 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 on which Airbus modification (mod) 21202 has been embodied in production, except those on which mod 152569 has been embodied in production.

Definitions:

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

Groups: Group 1 aeroplanes do not have Airbus Service Bulletin (SB) A320-57-1193 embodied.
Group 2 aeroplanes have Airbus SB A320-57-1193 embodied.

Reason:

During the full scale fatigue test campaign of the A320 family type design, a crack was reported in the fuselage side box beam flange at frame (FR) 43 level, both sides.



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

To address this potential unsafe condition, Airbus issued SB A320-53-1258, providing instructions for repetitive inspections, and SB A320-53-1251, later revised, providing modification instructions.

Consequently, EASA issued AD 2013-0261, requiring repetitive inspections and, depending on findings, accomplishment of corrective action(s). That AD also required a modification, which constitutes terminating action for the required repetitive inspections.

Since that AD was issued, Airbus issued SB A320-57-1193 (retrofit mod 160080) to allow retrofit sharklet installation on A320 and A319 aeroplanes with non-structural reinforcement, and revised SB A320-53-1258, including new affected aeroplane configuration and applicable accomplishment timescale.

For the reason described above, this AD retains the requirements of EASA AD 2013-0261, which is superseded, but requires accomplishment of repetitive inspections and, depending on findings, corrective action(s), at different accomplishment timescale, depending on aeroplane configuration. This AD also requires a modification, which constitutes terminating action for the repetitive inspections.

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

Required as indicated, unless accomplished previously:

Repetitive Inspections:

- (1) Within the compliance time as defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed those defined in Table 2 of this AD, as applicable, inspect the aeroplane in accordance with the instructions of Airbus SB A320-53-1258 revision (Rev.) 02.

Table 1 - Inspection Threshold

Group	Compliance Time (whichever occurs later, A or B , C or D , as applicable to Group)	
1	A	Before accumulating 24 000 flight cycles (FC) or 48 000 flight hours (FH), whichever occurs first since aeroplane first flight
	B	Within 3 000 FC or 6 000 FH after 11 November 2013 [the effective date of EASA AD 2013-0261]
2	C	Before accumulating 21 300 FC or 42 600 FH, whichever occurs first since aeroplane first flight (see Note 1 of this AD)
	D	Within 3 000 FC or 6 000 FH after the effective date of this AD without exceeding the time at which inspection is required through the threshold or compliance time of Group 1



Table 2 – Inspection Interval

Group	Compliance Time
1	Within 7 500 FC or 15 000 FH, whichever occurs first
2	Within 6 600 FC or 13 300 FH, whichever occurs first (see Note 1 of this AD)

Note 1: For aeroplanes that embodied SB A320-57-1193 after first flight (inspection threshold), or after any inspection as required by this AD, as applicable, the threshold or interval, as applicable, for the (next) inspection after embodiment of SB A320-57-1193 can be recalculated based on Airbus A318/A319/A320/A321 Airworthiness Limitation Section (ALS) Part 2.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any defect is detected, before next flight, repair the aeroplane in accordance with the instructions of Airbus SB A320-53-1258 Rev. 02, as applicable, or contact Airbus for approved repair instructions and, within the accomplishment timescale identified in those instructions, accomplish those instructions accordingly.

Modification:

- (3) Before exceeding 48 000 FC or 96 000 FH, whichever occurs first since aeroplane first flight, modify the aeroplane in accordance with the instructions of Airbus SB A320-53-1251 Rev. 04.

Credit:

- (4) Inspection(s) and corrective action(s), accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of Airbus SB A320-53-1258 original issue or Rev. 01, are acceptable to comply with the requirement of paragraphs (1) and (2) of this AD for that aeroplane. From the effective date of this AD, the inspections and corrective actions have to be accomplished in accordance with the instructions of Airbus SB A320-53-1258 Rev. 02.
- (5) Modification of an aeroplane, before the effective date of this AD in accordance with the instructions of Airbus SB A320-53-1251 original issue, or Rev. 01, or Rev. 02, or Rev. 03 is acceptable to comply with the requirement of paragraph (3) of this AD for that aeroplane.

Terminating Action:

- (6) 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, unless otherwise stated in the repair instructions.
- (7) Modification of an aeroplane as required by paragraph (3) of this AD constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Airbus SB A320-53-1258 original issue dated 18 October 2012, or Rev. 01 dated 27 June 2016, or Rev. 02 dated 07 September 2016.



Airbus SB A320-53-1251 original issue dated 16 November 2012, or Rev. 01 dated 18 October 2013, or Rev. 02 dated 11 February 2016, or Rev. 03 dated 19 September 2016, or Rev. 04 dated 17 May 2019.

Airbus A318/A319/A320/A321 ALS Part 2 Rev. 07 dated 13 June 2018.

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. This AD was posted on 02 February 2018 as PAD 18-014 for consultation until 02 March 2018. The Comment Response Document 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 – EIAS; Fax +33 5 61 93 44 51; E-mail: account.airworth-eas@airbus.com.

