



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-071

Issued: 07 June 2018

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: None

ATA 53 – Fuselage – Service Door Stop Fitting Hole – Inspection / Repair

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, except:

- A318 aeroplanes on which Airbus modification (mod) 39195 was embodied in production, or Airbus Service Bulletin (SB) A320-00-1219 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:

The applicable inspection SB: Airbus SB A320-53-1339

The applicable modification SB: Airbus SB A320-53-1330



Affected area: Door stop fitting holes at position 1 or 7 at frame (FR)16 or FR20, on left hand or right hand sides.

Reason:

During accomplishment of airworthiness limitations item (ALI) task 531103-01-1 on an aeroplane, a crack was found in an affected area. At the time of the inspection, the affected aeroplane had accumulated 27 340 flight cycles (FC) since first flight, which is significantly below the FC threshold required for that ALI task.

This condition, if not detected and corrected, could affect the structural integrity of FR16 and FR20 of the aeroplane.

To address this potential unsafe condition, Airbus developed a modification (cold working), which reinforces the affected area and allows accomplishment of the next inspection at extended threshold. Airbus also revised the threshold for the inspection of the affected area for pre-mod aeroplanes, and published these thresholds in new ALI tasks 531103-01-2 and 531103-01-3. EASA published AD 2017-0231, requiring, among others, accomplishment of those ALI tasks.

Since that AD was issued, it was decided to replace the applicable ALI tasks with the inspection SB and modification SB. Consequently, both ALI tasks 531103-01-2 and 531103-01-3 will be deleted at the next opportunity of the applicable Airbus airworthiness limitations section document for the aircraft models affected by this AD.

For the reason stated above, this AD requires repetitive inspections of the affected areas and, depending on findings, accomplishment of applicable corrective action(s). This AD also includes reference to the applicable modification SB which provides an optional terminating action for the repetitive inspections required by this AD, or allows deferral of the next inspection, depending on the timing of modification embodiment.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within the compliance time as defined in Table 1 of this AD, and, thereafter, at intervals not to exceed 16 800 FC, accomplish a rototest inspection of each affected area in accordance with the instructions of the applicable inspection SB.
- (2) After modification of an aeroplane in accordance with the instructions of the applicable modification SB, except as specified in paragraph (4) of this AD, the next inspection as required by paragraph (1) of this AD for that aeroplane can be deferred until 53 900 FC since embodiment of the applicable modification SB.



Table 1: Inspection Thresholds

Compliance Time (whichever occurs later, A, B, C or D)	
A	Before exceeding 30 000 FC since aeroplane first flight
B	Before exceeding 16 800 FC since last accomplishment of ALI task 531103-01-1, or 531103-01-2, or 531103-01-3
C	Within 2 500 FC after 31 May 2017 [reference date for the compliance time included in ALS Part 2 rev. 6], without exceeding 48 000 FC from aeroplane first flight.
D	Before exceeding 53 900 FC since embodiment of the applicable modification SB

Corrective Action(s):

- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, cracks are detected, before next flight, accomplish corrective actions in accordance with the instructions of inspection SB.

Terminating Action:

- (4) Modification of an aeroplane in accordance with the instructions of the applicable modification SB, provided this is accomplished at 6 100 FC since aeroplane first flight or later, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

Credit:

- (5) Accomplishment of inspections and corrective actions on an aeroplane, as required by paragraphs (1), (2) and (3) of this AD, as applicable, allows cancellation of ALI tasks 531103-01-2 and 531103-01-3 from the approved Aircraft Maintenance Program of that aeroplane, on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane.

Ref. Publications:

Airbus SB A320-53-1339 at original issue, dated 01 November 2017.

Airbus SB A320-53-1330 at original issue, dated 01 November 2017.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 05 July 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred



on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).

4. 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.

