

Airworthiness Directive

AD No.: 2019-0067

Issued: 27 March 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 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: 10 April 2019

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Lateral Cockpit Window Frame Upper Stiffener – Inspection

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.

Definitions:

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

Affected part: Horizontal upper stiffeners of lateral window frame at fuselage Frame 4 (FR4), both left-hand (LH) and right-hand (RH) side.

The applicable inspection SB: Airbus Service Bulletin (SB) A320-53-1410 (for RH side) and SB A320-53-1411 (for LH side).

The applicable modification SB: Airbus SB A320-53-1337 (for RH side) and SB A320-53-1338 (for LH side).

Groups: Group 1 aeroplanes are those in pre-mod 161229 configuration. Group 2 aeroplanes are those in post-mod 161229 configuration.

Reason:

Several occurrences were reported where, during a maintenance check, cracks were found at the lateral sliding window of the fuselage FR4 upper attachment on both RH and LH sides.

This condition if not detected and corrected, could reduce the structural integrity of the fuselage.

To address this potential unsafe condition, Airbus developed Airworthiness Limitation Item (ALI) task 531105, providing instructions for a detailed inspection (DET), or a special detailed inspection (SDI) using high frequency eddy current (HFEC) method. Following further analysis of the reported events, Airbus published the applicable inspection SB, providing instructions to accomplish the SDI, with updated threshold and intervals, and not allowing accomplishment of the DET as alternative to the SDI.

For the reasons described above, this AD requires repetitive SDI of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within the compliance times as defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 3 150 flight cycles (FC), unless otherwise stated in paragraphs (2) to (4) of this AD, accomplish an SDI of each affected part in accordance with the instructions of the applicable inspection SB.

Table 1 – Initial Inspection of Affected Parts

Group	Compliance Times (whichever occurs later, A, B or C)
1	A) Before exceeding 21 100 FC since aeroplane first flight B) Within 3 150 FC after last accomplishment of ALI task 531105-02-1 C) Within 890 FC after last accomplishment of ALI task 531105-01-1
2	A) Before exceeding 38 400 FC since aeroplane first flight B) Within 3 150 FC after last accomplishment of ALI task 531105-02-2 C) Within 890 FC after last accomplishment of ALI task 531105-01-2

- (2) After modification of an affected part on an aeroplane in accordance with the instructions of the applicable modification SB, accomplish next SDI of that affected part on that aeroplane, as required by paragraph (1) of this AD, before exceeding 17 300 FC after that modification. Subsequent SDI, as required by paragraph (1) of this AD, must be accomplished at intervals, not to exceed 3 150 FC.
- (3) After accomplishment of second or third rework of an affected part on an aeroplane in accordance with the instructions of the applicable inspection SB, as applicable depending on



finding of post rework inspection, accomplish next SDI of that affected part on that aeroplane, as required by paragraph (1) of this AD for that aeroplane, before exceeding 12 400 FC after that rework. Subsequent post-rework SDI, as required by paragraph (1) of this AD, must be accomplished at reduced intervals, not to exceed 2 400 FC.

- (4) For an affected part of an aeroplane that, before the effective date of this AD, has been inspected per ALI task 531105 and repaired in accordance with an Airbus Repair Design Approval Sheet (RDAS), accomplish the next inspections of that repaired affected part in accordance with, and within the compliance time as specified in the Airbus RDAS.

Corrective Action(s):

- (5) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the applicable inspection SB.

Terminating action(s):

- (6) None.

Reporting:

- (7) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, within 90 days after that inspection, or after the effective date of this AD, whichever occurs later, report the results to Airbus. Using the instructions of the inspection SB is an acceptable method to comply with this reporting requirement.

Credit:

- (8) Accomplishment of inspections and corrective actions on an aeroplane, as required by this AD, allows cancellation of ALI tasks 531105 from the approved Aircraft Maintenance Program, on the basis of which the operator or the owner ensures the continuing airworthiness of that aeroplane.

Ref. Publications:

Airbus SB A320-53-1410 original issue dated 05 June 2018.

Airbus SB A320-53-1411 original issue dated 05 June 2018.

Airbus SB A320-53-1337 original issue dated 05 June 2018.

Airbus SB A320-53-1338 original issue dated 05 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 29 November 2018 as PAD 18-163 for consultation until 27 December 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 Safety 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.

REVISED

