



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-163

Issued: 29 November 2018

Note: This Proposed Airworthiness Directive (PAD) 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.

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 – 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) Within 90 days after each SDI as required by paragraph (1) of this AD, report the results (including no findings) 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. This Proposed AD will be closed for consultation on 27 December 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.

