

## Airworthiness Directive

**AD No.:** 2019-0056

**Issued:** 19 March 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:** 02 April 2019

**TCDS Number(s):** EASA.A.064

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2017-0215 dated 24 October 2017.

### ATA 05 – Time Limits / Maintenance Checks – Safe Life Airworthiness Limitation Items – ALS Part 1 – Amendment

#### 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, A320-252N, A320-271N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-252N, A321-253N, A321-271N, A321-272N, A321-251NX, A321-252NX, A321-253NX, A321-271NX and A321-272NX aeroplanes, all manufacturer serial numbers.

#### Definitions:

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

**The ALS:** Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 1 Revision 06 issue 2.

**Reason:**

The airworthiness limitations for the Airbus A320 family aeroplanes, which are approved by EASA, are currently defined and published in the A318/A319/A320/A321 ALS document(s). The Safe Life Airworthiness Limitation Items are specified in ALS Part 1.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued AD 2017-0215 to require accomplishment of all maintenance tasks as described in ALS Part 1 at Revision 05.

Since that AD was issued, new A320 family models have been certified, and studies were conducted in the frame of in-service events or during life extension campaigns, the results of which prompted revision of the life limits of several components. Consequently, Airbus issued the ALS.

For the reason described above, this AD retains the requirements of EASA AD 2017-0215, which is superseded, and requires accomplishment of the actions specified in the ALS.

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

Required as indicated, unless accomplished previously:

**Maintenance Tasks and Replacement of Life Limited Parts:**

- (1) From the effective date of this AD, replace each component before exceeding the applicable life limit, as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration (see Note 1 of this AD).

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

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

- (2) 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 limitations described in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.

**Credit:**

- (3) For an AMP that, on the effective date of this AD, is already updated to incorporate the tasks as specified in a previous ALS Part 1 Revision, that action ensures (see Note 3 of this AD) the continued accomplishment of those tasks and limitations.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and more restrictive limitations (see Note 2 of this AD), as applicable to aeroplane model and depending on aeroplane configuration, as defined in, and within the compliance times (see Note 1 of this AD) as specified in, the ALS, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and more restrictive limitations (see Note 2 of this AD), as applicable to aeroplane model and depending on aeroplane configuration, as defined in the ALS, into the AMP to comply with paragraph (2) of this AD.



Note 2: For the purpose of this AD, 'the new and more restrictive limitations' include all tasks that have been introduced, and all tasks where a limit was reduced, in the ALS since the previous Revision that is currently incorporated in the AMP.

#### Recording AD compliance:

- (4) When the AMP of an aeroplane has been revised as required by paragraph (2) or (3) of this AD, as applicable, that action ensures (see Note 3 of this AD) continued accomplishment of the tasks as required by paragraph (1) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (2) or (3) 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 3: 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 1 Revision 06 issue 2 dated 30 November 2018.

The use of later approved variations or revisions of the above-mentioned document 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 12 December 2018 as PAD 18-175 for consultation until 09 January 2019. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:account.airworth-eas@airbus.com).

