



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 19-125**

**Issued: 15 July 2019**

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 – Windshield Central Lower Node Continuity Fittings – Inspection / 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, 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:

**Groups:** Group 1 are A320 aeroplanes that have not embodied Airbus mod 22058 nor mod 21999 nor Airbus SB A320-53-1329. Group 2 are aeroplanes that have not embodied Airbus SB



A320-53-1329, and are not Group 1. Group 3 aeroplanes are those that have been modified in service per Airbus SB A320-53-1329 before 29 400 flight cycles (FC) since aeroplane first flight.

Note 1: For aeroplanes modified in service per Airbus SB A320-53-1329 after or at 29 400 FC, no further action is required up to the Publication Trigger (refer to Airworthiness Limitations Section (ALS) Part 2 paragraph 3.2).

#### **Reason:**

Two fatigue cracks on continuity fittings on left-hand (LH) and right-hand (RH) side at the front windshield lower framing were reportedly found on an A319 aeroplane, on which Airbus mod 22058 had been embodied in production. Mod 22058, which is included in Airbus mod 21999, was introduced to improve the fatigue strength of the windshield front framing by increasing the thickness of framing flanges adjacent to the concerned fittings. Further analyses demonstrated that the damage tolerance and fatigue requirements of JAR 25.571 (b) are not met on aeroplanes in post-mod 22058 configuration.

This condition, if not detected and corrected, could lead to failure of windshield central frame lower node continuity fittings, possibly resulting in decompression of the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus issued instructions to accomplish repetitive high frequency eddy current (HFEC) inspections of the windshield central lower node continuity fittings, which are now included in the Airbus A320 family ALS Part 2, as Airworthiness Limitation Item (ALI) 531129. DGAC France and EASA issued several ADs to require compliance with ALS Part 2 (previously known as sub-section 9-2 of the MPD), each one superseding the previous AD. Compliance with ALS Part 2 (Revision 07) is currently required by EASA AD 2018-0288.

Since introduction of those HFEC inspections, numerous cases of cracks have been reported. Consequently, Airbus issued SB A320-53-1331 to provide instructions for repetitive inspections of the central node windshield area, which replace the HFEC inspections specified in ALI task 531129. Airbus also published SB A320-53-1329 providing instructions to reinforce the windshield central post lower area.

For the reason described above, this AD requires to perform repetitive inspection of the central node windshield area and includes reference to reinforcement modification of that area.

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

Required as indicated, unless accomplished previously:

#### **Repetitive Inspection(s):**

- (1) Before exceeding the threshold as defined in Table 1 of this AD, and, thereafter, at intervals not to exceed the values defined in Table 1 of this AD, as applicable, accomplish an HFEC inspection of the windshield central lower node continuity fittings on both LH and RH sides, in accordance with the instructions of Airbus SB A320-53-1331.



After modification of a Group 1 or Group 2 aeroplane in accordance with the instructions of Airbus SB A320-53-1329, subsequent inspections of that aeroplane must be accomplished as defined in Table 1 of this AD for Group 3 aeroplanes.

Table 1 – Initial and Repetitive HFEC Inspections

| <b>Aeroplane configuration</b> | <b>Threshold (A, B or C, whichever occurs later, as applicable)</b>   | <b>Interval (not to exceed)</b> |
|--------------------------------|---|---------------------------------|
| Group 1                        | A) Before exceeding 36 000 FC since aeroplane first flight<br>B) Within 8 300 FC since last ALI 531129 inspection<br>C) Within the compliance time for reduced interval, as identified in the ALS Part 2 Revision 7 for ALI task 531129, without exceeding 13 500 FC since last ALI 531129 inspection | 8 300 FC                        |
| Group 2                        | A) Before exceeding 30 600 FC since aeroplane first flight<br>B) Within 8 800 FC since last ALI task 531129 inspection  | 8 800 FC                        |
| Group 3                        | A) Before exceeding 30 600 FC since SB A320-53-1329 embodiment  |                                 |

**Corrective Action(s):**

- (2) For Group 1 and Group 2 aeroplanes: If, during any inspection as required by paragraph (1) of this AD, any crack is detected, before next flight, modify the aeroplane in accordance with the instructions of Airbus SB A320-53-1329, or contact Airbus for approved instructions and accomplish those instructions accordingly.
- (3) For Group 3 aeroplanes: If, during any inspection as required by paragraph (1) of this AD, any crack is detected, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

**Terminating Action(s):**

- (4) None.

**Impact on ALS:**

- (5) Accomplishment of inspections on an aeroplane, as required by paragraph (1) of this AD supersedes the inspection requirements of ALI task 531129 for that aeroplane.

**Reporting:**

- (6) Within 90 days after the accomplishment of each HFEC inspection as required by paragraph (1) of this AD, report the results, including no findings, to Airbus.

**Ref. Publications:**

Airbus Service Bulletin A320-53-1329 original issue dated 21 December 2018.

Airbus Service Bulletin A320-53-1331 original issue dated 14 January 2019.



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 12 August 2019.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:account.airworth-eas@airbus.com).

