



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 19-208**

**Issued: 28 November 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 and A320 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

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

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2014-0259 dated 05 December 2014.

## ATA 53 – Fuselage – External Fuselage Skin – 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 and A320-233 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 37878 has been embodied in production, or Airbus Service Bulletin (SB) A320-53-1281 has been embodied in service.

### Definitions:

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

**The inspection SB:** Airbus SB A320-53-1287 Revision (Rev.) 01.

**The modification SB:** Airbus SB 320-53-1281.

**Affected area:** External fuselage skin panels at frame (FR) 34 underneath the fairing structure between stringer (STR) 43 left-hand (LH) side and STR43 right-hand (RH) side.



**Airbus date of manufacture:** The date of transfer of title (ownership) of the aeroplane which is referenced in Airbus documentation at the time of first delivery to an operator.

**Reason:**

An operator reported finding chafing damage in the affected area on several aeroplanes. After investigation, contact between the fairing nut plate and the fuselage was identified, causing damage to the structure of the fuselage.

This condition, if not detected and corrected, could lead to crack initiation and propagation, possibly resulting in reduced structural integrity of the fuselage.

Prompted by these findings, Airbus published the original issue of the inspection SB and EASA issued AD 2014-0259 to require repetitive detailed inspections (DET) of the affected area, and, depending on findings, accomplishment of applicable corrective action(s). That AD provided an optional terminating action for the repetitive inspections.

Since that AD was issued, Airbus issued the inspection SB, including installation process changes to ensure the electrical requirement integrity.

For the reasons described above, this AD retains the requirements of EASA AD 2014-0259, which is superseded, and requires accomplishment of the repetitive DET in accordance with the inspection SB.

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) Within the compliance times as defined in the Table 1 of this AD, and, thereafter, at intervals not to exceed 24 000 flight hours (FH) or 12 000 flight cycles (FC), whichever occurs first, accomplish a DET of the affected area in accordance with the instructions of the inspection SB.

Table 1 – Inspection Threshold

<b>Compliance Time</b> (whichever occurs later, <b>A</b> or <b>B</b> )	
<b>A</b>	Before exceeding 24 000 FH or 12 000 FC, whichever occurs first since Airbus date of manufacture
<b>B</b>	Within 10 000 FH or 5 000 FC, whichever occurs first after 19 December 2014 [the effective date of EASA AD 2014-0259]

**Corrective Action(s):**

- (2) If, during any DET as required by paragraph (1) of this AD, damage is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the inspection SB or, in case the detected damage exceeds the limits specified in the inspection SB, contact Airbus for approved repair instructions and accomplish those instructions accordingly.



**Credit:**

- (3) Inspection(s) and corrective action(s), accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of the inspection SB at original issue, are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD for that aeroplane.

**Terminating Action:**

- (4) Accomplishment of corrective action(s) on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.
- (5) Modification of an aeroplane in accordance with the instructions of the modification SB constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.

**Ref. Publications:**

Airbus SB A320-53-1281 original issue dated 29 July 2014, or Rev. 01 dated 01 December 2014, or Rev. 02 dated 09 October 2015, or Rev. 03 dated 03 February 2016, or Rev. 04 dated 11 March 2019.

Airbus SB A320-53-1287 original issue dated 29 July 2014, or Rev. 01 dated 04 April 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 26 December 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).

