



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-032

Issued: 07 February 2020

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):

A319 aeroplanes

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

TCDS Number(s): EASA.A.064

Foreign AD: None

Supersedure: Not applicable

ATA 53 – Fuselage – Satellite Communications Antenna Doubler – Inspection / Replacement

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132 and A319-133 aeroplanes, all manufacturer serial numbers except:

- A319 aeroplanes on which Airbus modification (mod) 160001 was embodied in production or Airbus Service Bulletin (SB) A320-57-1193 (mod 160080) was embodied in service;
- 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:

Affected fastener hole: Fastener holes for the satellite communications (SATCOM) antenna doubler installation, located in section 17 between Frame (FR)58 and FR61 – upper shell.

The SB: Airbus SB A320-53-1302.



Groups:

Group 1 are aeroplanes on which Airbus mod 26372 or mod 26995 or mod 32856 was embodied in production, or Airbus SB A320-23-1211 was embodied in service.

Group 2 are aeroplanes which are not Group 1.

Reason:

In response to US 14 CFR Part 26, Airbus assessed all structural items of the Airbus A320 Family deemed potentially susceptible to Widespread Fatigue Damage (WFD). Following this analysis, Airbus determined that the SATCOM antenna doubler installation does not meet the Extended Service Goal (ESG) requirements.

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

To address this potential unsafe condition, Airbus issued the SB to provide instructions to accomplish a special detailed inspection (SDI) of the affected fastener holes and to replace the SATCOM antenna doubler with a modified doubler.

The analysis also determined that A319 specific configurations, A320 and A321 aeroplanes are not affected by the requirements of this AD, as the inspection threshold is beyond the ESG for these models.

For the reasons described above, this AD requires a one-time SDI of affected fastener holes, accomplishment of applicable corrective action(s), depending on findings, and replacement of the SATCOM antenna doubler.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) For Group 1 aeroplanes: Within the compliance times as specified in Table 1 of this AD, as applicable, remove the SATCOM antenna doubler and accomplish an SDI of each affected fastener hole in accordance with the instructions of the SB.

Table 1: Compliance Time (see Note 1 of this AD)

Lower Threshold, not before (flight hours (FH) or flight cycles (FC), whichever occurs first)	Upper Threshold, not to exceed (FH or FC, whichever occurs first)
91 200 FH or 45 600 FC	108 800 FH or 54 400 FC

Note 1: The FH and FC specified in Table 1 of this AD are those accumulated since first flight of the aeroplane for aeroplanes on which Airbus mod 26372, mod 32856, or mod 26995 was embodied in production, or since SB A320-23-1211 accomplishment for aeroplanes on which SB A320-23-1211 has been embodied in service.



Corrective Action(s):

- (2) If, during the SDI as required by paragraph (1) of this AD, no cracks are detected, before next flight, modify each affected fastener hole and install a new SATCOM antenna doubler in accordance with the instructions of the SB.
- (3) If, during the SDI as required by paragraph (1) of this AD, any crack is detected, before next flight, contact Airbus for applicable corrective actions, accomplish those instructions accordingly and install a new SATCOM antenna doubler in accordance with the instructions of the SB.
- (4) For Group 2 aeroplanes: from the effective date of this AD, it is allowed to modify the aeroplane in accordance with the instructions of Airbus SB A320-23-1211 provided, after that modification, the actions as required by this AD for Group 1 aeroplanes, as applicable, are accomplished on that aeroplane.

Ref. Publications:

Airbus SB A320-53-1302 original issue dated 27 November 2018, and revision 01 dated 18 November 2019.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 06 March 2020.
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.

