



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 20-045**

**Issued: 27 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 – Cabin Swift Broadband 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) 38068 was embodied in production;
- A319 aeroplanes on which Airbus 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 cabin swift broadband antenna doubler installation, located in section 17 between Frame (FR) 59 and FR61 – upper shell.



**The SB:** Airbus SB A320-53-1301.

**Groups:**

Group 1 aeroplanes are those on which Airbus mod 36590 was embodied in production, or Airbus SB A320-53-1211 or SB A320-53-1219 was embodied in service.

Group 2 aeroplanes are those 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 cabin swift broadband antenna doubler installation does not meet the WFD 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 cabin swift broadband antenna doubler with a modified doubler.

The analysis also determined that A318, A319 specific configurations, A320 and A321 aeroplanes are not affected by the requirements of this AD, as the structural modification point and inspection threshold is beyond the Maintenance Program Publication Trigger (MPPT) for these models.

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

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

Required as indicated, unless accomplished previously:

**Inspection/Replacement:**

- (1) For Group 1 aeroplanes: Within the compliance time as specified in Table 1 of this AD, as applicable, remove the cabin swift broadband 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)

<b>Lower Threshold,</b> not before (flight hours (FH) or flight cycles (FC), whichever occurs first)	<b>Upper Threshold,</b> not to exceed (FH or FC, whichever occurs first )
99 200 FH or 49 600 FC	100 800 FH or 50 400 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 36590 has been embodied in production, or since SB



A320-53-1211 or SB A320-53-1219 embodiment, as applicable, for aeroplanes on which SB A320-53-1211 or SB A320-53-1219 has been embodied in service.

**Corrective Action(s):**

- (2) If, during the SDI as required by paragraph (1) of this AD, no discrepancies are detected as identified in the SB, before next flight, modify each affected fastener hole and install a new cabin swift broadband antenna doubler in accordance with the instructions of the SB.
- (3) If, during SDI as required by paragraph (1) of this AD, any discrepancy is detected as identified in the SB, before next flight, contact Airbus for applicable corrective actions, accomplish those instructions accordingly and install a new cabin swift broadband 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 A320-53-1211 or SB A320-53-1219 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 A320-53-1211 original issue dated 18 July 2007, or Revision 01 dated 28 January 2008.

Airbus SB A320-53-1219 original issue dated 06 April 2009, or Revision 01 dated 16 March 2010, or Revision 02 dated 13 August 2010, or Revision 03 dated 18 July 2011, or Revision 04 dated 31 January 2012, or Revision 05 dated 03 July 2012.

Airbus SB A320-53-1301 original issue dated 01 February 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 March 2020.
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).

