



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-114

Issued: 28 July 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):

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 – Door Frame Drill Starts – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A321-211, A321-231 and A321-232 aeroplanes, manufacturer serial numbers 06512, 06621, 06866, 06909, 06956, 06973, 07013, 07046, 07079, 07106, 07131, 07157, 07188, 07246, 07281, 07301, 07310, 07327, 07349, 07373 and 07395.

Definitions:

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

Affected part: Left-hand (LH) and right-hand (RH) side door frames (FR), having Part Number (P/N) D531-35046 (at FR16 LH section 11/12), P/N D531-14469 (at FR16 RH section 11/12), P/N D534-80062-296 (at FR66 LH section 18) or P/N D534-80062-297 (at FR66 RH section 18).

The SB: Airbus Service Bulletin (SB) A320-53-1473.

The applicable repair procedure: Airbus Structural Repair Manual (SRM) 53-11-12 or SRM 53-41-12, as applicable.



Reason:

It has been determined that, due to erroneous manufacturing processes, unintended drill starts could exist on certain affected parts.

This condition, if not detected and corrected, could reduce the structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB, identifying aeroplanes possibly affected and providing applicable instructions.

For the reason described above, this AD requires a one-time detailed visual inspection (DET) of the affected parts, and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Before exceeding 15 000 flight cycles since aeroplane first flight, accomplish a DET of each affected part in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any damage is found on an affected part, before next flight, repair that affected part in accordance with the instructions of the applicable repair procedure, or contact Airbus for approved corrective action instructions and, within the compliance time as specified therein, accomplish those instructions accordingly.

Reporting:

- (3) Within 90 days after the inspection as required by paragraph (1) of this AD report the results (including no findings) to Airbus. This can be accomplished in accordance with the instructions of the SB.

Ref. Publications:

Airbus SB A320-53-1473 original issue dated 20 December 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 25 August 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.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can



exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – IIASA; E-mail: account.airworth-eas@airbus.com.

