



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-132

Issued: 04 September 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):

A318, A319, A320 and A321 aeroplanes

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

TCDS Number(s): EASA.A.064

Foreign AD: None

Supersedure: This AD supersedes EASA AD 2012-0134 dated 18 July 2012.

ATA 25 – Equipment / Furnishing – 80VU Rack Attachments – Inspection / Repair

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A318-111, A318-112, 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.

Definitions:

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

Groups:

Group	Aeroplane Configuration(s)
1	Airbus modification (mod) 34804 not embodied in production, and Airbus Service Bulletin (SB) A320-53-1215 and SB A320-25-1557 not embodied in service
2	Airbus mod 34804 not embodied in production, Airbus SB A320-53-1215 not embodied in service, and Airbus SB A320-25-1557 embodied in service



Group	Aeroplane Configuration(s)
3	Airbus mod 34804 not embodied in production, and Airbus SB A320-53-1215 and SB A320-25-1557 embodied in service; and Airbus mod 34804 not embodied in production, and Airbus SB A320-53-1215 and Repair Instruction (RI) Number R53113174000 (LH) and RI Number R53113174001 (RH) embodied in service
4	Airbus mod 34804 embodied in production

The SB: Airbus SB A320-25-1BKJ Revision 02.

Affected part: 80 VU (View Unit) lower lateral fitting both left hand (LH) and right hand (RH) side; lower central support; upper fittings both LH and RH side, central post and shelves attachments.

Reason:

Damage to the lower lateral fittings of the 80VU rack, typically elongated holes, migrated bushes, and/or missing bolts have been reported on in-service aeroplanes not having Airbus mod 34804 embodied. The 80VU rack contains computers for flight controls, communication and radio-navigation. In addition, damage to the lower central support fitting (including cracking) has been reported.

Failure of the 80VU fittings, in combination with a high load factor or strong vibration, could lead to failure of the rack structure and/or computers or rupture/disconnection of the cable harnesses to one or more computers located in the 80VU rack. Even though the computer functions are duplicated across other racks, multiple system failures or (partial) disconnection of systems, if occurring during a critical phase of flight, could result in reduced control of the aeroplane.

To address this potential unsafe condition, EASA issued AD 2007-0276 to require repetitive inspections of the lower lateral 80VU fittings and the lower central 80VU support and, depending on findings, the accomplishment of corrective actions. AD 2007-0276 was revised to introduce a reinforced lower central support as an optional terminating action for the repetitive inspections.

After EASA AD 2007-0276R1 was issued, prompted by in-service experience, the previous inspection programme was reassessed, introducing new conditions of inspection for a new finding on the lower central fitting attachment (crack in the lower of the lateral flanges), and a new visual inspection of the upper fittings and shelves of the 80VU. In addition, it was determined that the replacement of a cracked lateral fitting or central support with a lateral fitting or central support having the same part number was no longer preferable as corrective action. Instead, the installation of the reinforced lower central support was defined as optional terminating action for the repetitive inspections required by that AD.

Consequently, EASA issued AD 2012-0134, superseding AD 2007-0276R1, to require the implementation of the amended inspection programme and including reference to the optional terminating action.

Since that AD was issued, new damage was reportedly found on aeroplanes having embodied Airbus SB A320-53-1215 and SB A320-25-1557, which therefore could no longer be considered as



terminating action to the repetitive inspections. Damage was also found on aeroplanes on which Airbus mod 34804 was embodied. Consequently, Airbus issued the SB to introduce new repetitive inspections of the 80VU rack.

For the reasons described above, this AD supersedes EASA AD 2012-0134, expands the Applicability and requires new repetitive inspections.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within the compliance times as defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed the values defined in Table 1 of this AD, as applicable, accomplish an SDI of the affected parts, in accordance with the instructions of the SB.

Table 1 – Repetitive Inspections

Group	Compliance time (see Note 1 of this AD)	Intervals (not to exceed)
1	Before exceeding 19 500 flight cycles (FC) since aeroplane first flight, or within 500 FC since last inspection per Airbus SB A320-25A1555 at Revision 3, whichever occurs later	500 FC
2	Within 19 500 FC after Airbus SB A320-25-1557 embodiment, or within 500 FC after the last inspection per Airbus SB 25A1555 at Revision 3, whichever occurs later	
3	Within 19 500 FC after Airbus SB A320-25-1557 and SB A320-53-1215 embodiment, or within 500 FC after the effective date of this AD, whichever occurs later	1 000 FC
4	Before exceeding 19 500 FC since aeroplane first flight, or within 500 FC after the effective date of this AD, whichever occurs later	

Note 1: Following accomplishment of Airbus SB A320-53-1215, a Group 2 aeroplane is then considered to be a Group 3 aeroplane.

Corrective Actions:

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is detected, accomplish the applicable corrective action(s) within the compliance time as specified in, and in accordance with the instructions of, the SB.

Reporting:

- (3) Within 90 days after accomplishment of each SDI as required by paragraph (1) of this AD, report the inspection results (including no findings) to Airbus. Using the inspection report attached to the SB is an acceptable method to comply with this requirement.

Terminating Action:

- (4) None.



Ref. Publications:

Airbus SB A320-25A1555 Revision 03 dated 28 February 2012.

Airbus SB A320-25-1557 original issue dated 14 June 2007, Revision 01 dated 07 February 2008, Revision 02 dated 05 November 2008, or Revision 03 dated 01 July 2013.

Airbus SB A320-53-1215 original issue dated 05 November 2008, or Revision 01 dated 26 July 2013.

Airbus SB A320-25-1BKJ Revision 02 dated 09 April 2020.

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 02 October 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.

