

## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 21-090

**Issued:** 21 June 2021

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.072

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 53 – Fuselage – Inner Cap and Frame Flange at Frame 68 Stringer 22 – Inspection

**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, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers, except:

- A319 aeroplanes on which Airbus modification (mod) 28238, mod 28162 and mod 28342 have been embodied in production; and
- A318 aeroplanes on which mod 39195 has been embodied in production, or Airbus Service Bulletin (SB) A320-00-1219 has been embodied in service.

**Definitions:**

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

**Affected area:** Door stop fitting 1 located at frame 68 / stringer 22, left-hand and right-hand side.

**The SB:** Airbus SB A320-53-1491.

**Reason:**

Cracks have been reported in the affected area during accomplishment of inspections required by EASA AD 2016-0238.

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

To address this potential unsafe condition, Airbus issued the SB to provide instructions for inspection of the affected area.

For the reasons described above, this AD requires repetitive special detailed inspection (SDI) of the affected area.

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) Before exceeding the compliance time(s) defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 19 700 flight cycles (FC), accomplish SDI of each affected area, in accordance with the instructions of the SB.

Table 1 – Initial SDI

Aeroplane accumulated FC (on the effective date of this AD)	Compliance Time
33 700 FC or less	Before exceeding 20 000 FC since aeroplane first flight or within 24 months after the effective date of this AD, whichever occurs later
More than 33 700 FC	Within 12 months after the effective date of this AD

**Corrective Action(s):**

- (2) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, before next flight, contact Airbus for approved corrective action(s) instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

**Specific Instruction(s):**

- (3) For an aeroplane that, before the effective date of this AD, has been repaired in an affected area in accordance with the instructions of the applicable Structural Repair Manual, and/or using an Airbus Repair Design Approval Sheet (RDAS), within the compliance time as specified in paragraph (1) of this AD, contact Airbus for approved instructions and within the compliance time specified therein, accomplish those instructions accordingly.

**Terminating Action:**

- (4) None.



**Ref. Publications:**

Airbus SB A320-53-1491 original issue dated 14 August 2020.

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 19 July 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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](#). 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](mailto:account.airworth-eas@airbus.com).

