



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 22-043

**Issued:** 11 April 2022

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:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2020-0080 dated 01 April 2020.

### ATA 05 – Time Limits / Maintenance Checks – Safe Life Airworthiness Limitations Section Part 1 – Amendment

**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, A319-151N, A319-153N, A319-171N, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-271N, A321-271NX, A321-272N, A321-272NX aeroplanes, all manufacturer serial numbers.

**Definitions:**

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

**The ALS:** Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 1 Revision 08.



**The AMP:** The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane. For aeroplanes operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph (c).

**New and/or more restrictive tasks:** This includes all tasks that are new and all tasks for which a threshold or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS Revision that is currently incorporated in the AMP.

**Reason:**

The airworthiness limitations for Airbus A318, A319, A320 and A321 aeroplanes, which are approved by EASA, are currently defined and published in the Airbus A318/A319/A320/A321 ALS document(s). These instructions have been identified as mandatory for continued airworthiness. The Safe Life Airworthiness Limitations Items (SL - ALI) are specified in ALS Part 1.

Failure to accomplish these instructions could result in an unsafe condition.

EASA previously issued AD 2020-0080 to require accomplishment of all SL - ALI maintenance tasks as described in ALS Part 1 at Revision 07.

Since that AD was issued, Airbus published the ALS, as defined in this AD, containing new and/or more restrictive maintenance tasks, and new A320 family models have been certified.

For the reason described above, this AD retains the requirements of EASA AD 2020-0080, which is superseded, expands the Applicability, and requires accomplishment of the actions specified in the ALS.

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

Required as indicated, unless accomplished previously:

**Maintenance Tasks and Replacement of Life Limited Parts:**

- (1) From the effective date of this AD, replace each component before exceeding the applicable life limit, as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration (see Note 1 of this AD).

Note 1: For the purpose of this AD, the thresholds as defined in the 'Compliance Time' pages of the ALS include specific compliance times for certain tasks.

**AMP Revision:**

- (2) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations described in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.

**Credit:**

- (3) If, before the effective date of this AD, the AMP has been revised to incorporate the tasks and limitations as specified in a previous ALS variation or revision, that action ensures the continued accomplishment of those tasks and limitations.



Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and more restrictive tasks and limitations as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration, within the compliance times (see Note 1 of this AD) as specified in the ALS to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and more restrictive tasks and limitations as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration, into the AMP to comply with paragraph (2) of this AD.

#### **Recording AD Compliance:**

- (4) When the AMP of an aeroplane has been revised as required by paragraph (2) or (3) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraph (1) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (2) or (3) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

#### **Ref. Publications:**

Airbus A318/A319/A320/A321 ALS Part 1 Revision 08 dated 02 February 2022.

The use of later approved variations or 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 09 May 2022.
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).

