



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 22-128**

**Issued: 22 September 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 S.A.S.

**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:** None

## ATA 52 – Doors – On-board Entrance Stairs / Motoreductor Units – Replacement

**Manufacturer(s):**

Airbus, formerly Airbus Industrie

**Applicability:**

Airbus A318-112, A319-115, A319-132, A319-133, A319-151N, A319-153N, A319-171N, A320-211, A320-212, A320-214, A320-231, A320-232, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-112 aeroplanes, all manufacturer serial numbers.

**Definitions:**

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

**Groups:**

Group 1 aeroplanes are those that are equipped with on-board entrance stairs.

Group 2 aeroplanes are those that are not equipped with on-board entrance stairs.

**Affected part:** Motoreductor units, having Part Number (P/N) 4255417, or P/N 4394656, or P/N 4339747, installed on on-board entrance stairs.



Note: An aeroplane on which one of the following Airbus modifications (mod) has been embodied in production is known to be potentially equipped with an affected part, provided the aeroplane remains in that configuration: mod 20062, 23288, 23398, 150150, 162481, 167541 or 168615, as applicable.

**Serviceable part:** An affected part that has accumulated less than 39 400 flight cycles (FC) since first installation on the on-board entrance stairs of an aeroplane.

**The SB:** Airbus Service Bulletin (SB) A320-52-1202 or SB A320-52-1205, as applicable.

#### Reason:

For the NEO program, computation showed that the fatigue life limit of the motoreductor, installed on the on-board entrance stairs' primary and secondary immobilisation systems, is not demonstrated for the complete aeroplane Design Service Goal (DSG) of 48 000 FC, and therefore prevents the detection of motoreductor failure during the period between the demonstrated life limit and the aeroplane DSG (and subsequent Extended Service Goal).

This condition, if not corrected, could lead to an airstairs deployment in flight, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB providing replacement instructions.

For the reasons described above, this AD requires replacement of the affected parts.

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

Required as indicated, unless accomplished previously:

#### Replacement:

- (1) For Group 1 aeroplanes: Before an affected part accumulates 39 400 FC since first installation on the on-board entrance stairs of an aeroplane, or within 12 months after the effective date of this AD, whichever occurs later, replace that affected part with a serviceable part in accordance with the instructions of the SB.

#### Part Installation:

- (2) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install on any aeroplane an affected part, provided the affected part is a serviceable part, as defined in this AD.

#### Ref. Publications:

Airbus SB A320-52-1202 original issue dated 13 May 2022.

Airbus SB A320-52-1205 original issue dated 13 May 2022.

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 20 October 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 – 1IASA; E-mail: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com).

