



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-129

Issued: 27 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: This AD supersedes EASA AD 2019-0173 dated 18 July 2019.

ATA 53 – Fuselage – Cockpit Lateral Window Frames – 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 (MSN), except:

- A318 aeroplanes on which Airbus modification (mod) 39195 was embodied in production, or Airbus Service Bulletin (SB) A320-00-1219 was embodied in service;
- A319 aeroplanes on which Airbus mod 28238, mod 28162 and mod 28342 were embodied in production; and
- All aeroplanes on which Airbus mod 161230 was embodied.



Definitions:

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

Affected part: Vertical stiffener of lateral window frame at Frame (FR) 4, left-hand (LH) side and right-hand (RH) side.

The inspection SB: Airbus SB A320-53-1402 Revision 02 (LH) and SB A320-53-1403 Revision 02 (RH), as applicable.

The modification SB: Airbus SB A320-53-1404 (RH) and SB A320-53-1405 (LH), or SB A320-53-1406 (RH) and SB A320-53-1407 (LH), or SB 53-1335 (LH) and SB 53-1336 (RH), as applicable.

Aeroplane date of manufacture: The date of transfer of title (ownership) which is referenced in Airbus documentation at the time of first delivery to an operator.

Groups: See Table 1. An aeroplane can belong to more than one Group, depending on the RH / LH configuration.

Table 1 - Groups

Group 1	MSN that are not Group 2 to 8 (inclusive)
Group 2	MSN that are post SB A320-53-1404 (RH) and pre SB A320-53-1406 (RH); and/or that are post SB A320-53-1405 (LH) and pre SB A320-53-1407 (LH)
Group 3	MSN that are post SB A320-53-1406 (RH) and/or post SB A320-53-1407 (LH)
Group 4	MSN that are post SB A320-53-1335 (LH) and/or post SB A320-53-1336 (RH)
Group 5	MSN on which full stiffener removal was performed in accordance with SB 53-1402 (LH) and SB 53-1403 (RH) at original issue or Revision 01
Group 6	MSN on which rework has been performed in accordance with the instructions of sketch A2 of Airbus repair instructions R531-13452, or on which the first rework has been performed in accordance with the instructions of SB 53-1402 (LH) and SB 53-1403 (RH) at original issue or Revision 01
Group 7	MSN on which rework has been performed in accordance with the instructions of sketch B2 or C2 of Airbus repair instructions R531-13452
Group 8	MSN on which rework has been performed in accordance with the instructions of sketch D1 of Airbus repair instructions R531-13452

Reason:

During an inspection in accordance with Airworthiness Limitation Item (ALI) 531133 task, the RH side sliding window frame was found cracked.

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

To address this potential unsafe condition, Airbus issued SB A320-53-1402 and SB A320-53-1403 (later revised) to provide special detailed inspection (SDI) instructions, and EASA issued AD 2019-0173 to require repetitive SDI of the affected parts.



Since that AD was issued, further analysis determined that the compliance time for SDI must be reduced, and Airbus issued the inspection SB accordingly.

For the reason described above, this AD retains the requirements of EASA AD 2019-0173, which is superseded, and requires repetitive SDI of the affected parts within reduced compliance times.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within the threshold and, thereafter, at intervals not to exceed the value as defined in Table 2 of this AD, as applicable, accomplish an SDI of each affected part in accordance with the instructions of the inspection SB.

Table 2 – SDI Threshold(s) and Interval(s)

Group	Threshold	Interval
1	Before exceeding 19 800 flight cycles (FC) since aeroplane date of manufacture, or Before exceeding 3 300 FC after the last inspection per ALL task 531133-02-1, or Before exceeding 1 100 FC after the last inspection per ALL task 531133-01-1, or Within 24 months after the effective date of this AD, without exceeding 23 100 FC since aeroplane first flight, whichever occurs later	3 300 FC
2	Before exceeding 14 000 FC since SB 53-1404 (RH) and SB 53-1405 (LH) embodiment	2 000 FC
3	Before exceeding 31 400 FC since SB 53-1406 (RH) and SB 53-1407 (LH) embodiment	1 500 FC
4	Before exceeding 48 000 FC since SB 53-1335 (LH) and SB 53-1336 (RH) embodiment	3 300 FC
5	Before exceeding 31 400 FC since SB 53-1402 (LH) and SB 53-1403 (RH) embodiment	1 500 FC
6	Before exceeding 14 000 FC since rework	2 000 FC
7	Before exceeding 8 200 FC since rework	1 600 FC
8	Before exceeding 1 500 FC since rework	1 500 FC



Corrective Action(s):

- (2) If, during any SDI as required by paragraph (1) of this AD, any crack is identified, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the inspection SB, or contact Airbus for approved instructions and accomplish those instructions accordingly.

Reporting:

- (3) Within 90 days after each SDI as required by paragraph (1) of this AD, report the inspection results to Airbus. Using the inspection report in accordance with the instructions of the inspection SB is acceptable to comply with this requirement.

Credit:

- (4) For an aeroplane that has been inspected per ALI task 531133 and repaired, before 01 August 2019 [the effective date of EASA AD 2019-0173], in accordance with Airbus approved instructions, accomplish the next due inspection for each repaired area in accordance with, and within the time period after repair, as specified in Airbus approved instructions, as applicable.
- (5) Inspections and corrective actions, accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of Airbus SB A320-53-1402 original issue or Revision 01, or Airbus SB A320-53-1403 original issue or Revision 01, as applicable, are acceptable to comply with the initial requirements of this AD for that aeroplane.

Terminating Action:

- (6) Accomplishment of inspection(s) and corrective actions on an aeroplane, as specified in paragraph (4) of this AD, as applicable, constitutes terminating action for the repetitive SDI of the repaired area as required by paragraph (1) for that aeroplane.

Ref. Publications:

Airbus SB A320-53-1402 original issue dated 17 May 2018, or Revision 01 dated 12 February 2021, or Revision 02 dated 03 March 2022.

Airbus SB A320-53-1403 original issue dated 17 May 2018, or Revision 01 dated 12 February 2021, or Revision 02 dated 28 February 2022.

Airbus SB A320-53-1404 original issue dated 17 May 2018, or Revision 01 dated 12 February 2021.

Airbus SB A320-53-1405 original issue dated 17 May 2018, or Revision 01 dated 12 February 2021.

Airbus SB A320-53-1406 original issue dated 17 May 2018, or Revision 01 dated 12 February 2021.

Airbus SB A320-53-1407 original issue dated 17 May 2018, or Revision 01 dated 12 February 2021.

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 25 October 2022.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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 – 1IASA; E-mail: account.airworth-eas@airbus.com.

