

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-102

Issued: 15 September 2023

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):

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 2021-0256 dated 16 November 2021.

ATA 57 – Wings – Bottom Wing Skin Panel 2 – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus 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, A321-211, 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 and A321-272NX aeroplanes, all manufacturer serial numbers.

Definitions:

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

Affected areas: Bottom wing skin manhole access panel Nr. 2 attachment holes, between Rib 13 and Rib 26, left-hand and right-hand sides.

The AOT: Airbus Alert Operators Transmission (AOT) A57N018-21 Revision (Rev.) 01.

CEO aeroplanes: Current Engine Option (CEO), a commercial designation for certain A319, A320 and A321 aeroplanes with either CFM56 or IAE V2500 engines installed, having a configuration as defined in EASA TCDS EASA.A.064.

NEO aeroplanes: New Engine Option (NEO), a commercial designation for certain A319, A320 and A321 aeroplanes with either LEAP-1A or PW1100G series engines installed, having a configuration as defined in EASA TCDS EASA.A.064.

Groups: Group 1 aeroplanes are those which are in post-modification (Mod) and/or post-Service Bulletin (SB) configuration as defined in Table 1 or Table 2 of Appendix 1 of this AD, as applicable. Group 2 aeroplanes are those which are not Group 1 aeroplanes.

Reason:

It has been determined that fatigue cracking may occur in affected areas on aeroplanes having Sharklets installed during production or in service.

This condition, if not detected and corrected, could lead to crack initiation and propagation, possibly resulting in reduced structural integrity of the wings.

To address this potential unsafe condition, Airbus issued the original issue of AOT A57N018-21, to provide inspection instructions. Consequently, EASA issued AD 2021-0256 to require repetitive detailed visual inspections (DET) of the affected areas, as defined in this AD, and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, new investigation results highlighted that these inspections must be applied to all models of A319, A320 and A321 aeroplanes in an affected configuration, and the associated compliance time must be adapted to these configurations. Prompted by this development, Airbus issued the AOT, as defined in this AD.

For the reasons described above, this AD retains the requirements of EASA AD 2021-0256, which is superseded, expands the Applicability to include NEO aeroplanes and requires accomplishment of the required actions within updated compliance times, as applicable to aeroplane configuration.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) For Group 1 aeroplanes: Before exceeding the thresholds as defined in Table 1 (CEO) or Table 2 (NEO) of Appendix 1 of this AD, as applicable, and, thereafter, at intervals not exceeding the values as defined in Table 1 (CEO) or Table 2 (NEO) of Appendix 1 of this AD, as applicable, depending on aeroplane configuration, accomplish a DET of the affected areas in accordance with the instructions of the AOT.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is detected as defined in the AOT, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.



Credit:

- (3) Inspections and corrective actions on an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of the original issue of Airbus AOT A57N018-21, are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD for that aeroplane.

Reporting:

- (4) Within 30 days after accomplishment of each DET as required by paragraph (1) of this AD, report the results, including no findings, to Airbus.

Terminating Action:

- (5) Accomplishment on an aeroplane of a repair and post-repair inspections, as applicable, in accordance with the Airbus repair instructions as required by paragraph (2) of this AD, as applicable, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane, unless otherwise specified in the applicable Airbus repair instructions.

In the latter case, the initial and repetitive post-repair inspections are considered to be an integral part of the Airbus approved repair instructions and, if these are done on an aeroplane as intended, constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

Aeroplane Modification:

- (6) For Group 2 aeroplanes: From the effective date of this AD, following modification of an aeroplane in accordance with the instructions of Airbus SB A320-57-1173, SB A320-57-1186, SB A320-57-1187 or SB A320-57-1193, as applicable, inspections and, depending on findings, corrective action(s), must be accomplished as required by this AD.

Ref. Publications:

Airbus AOT A57N018-21 original issue dated 08 November 2021, or Rev. 01 dated 14 June 2023.

Airbus SB A320-57-1173 original issue dated 31 January 2013, or Rev. 01 dated 30 April 2013, or Rev. 02 dated 30 July 2013, or Rev. 03 dated 18 September 2013, or Rev. 04 dated 11 February 2014.

Airbus SB A320-57-1186 original issue dated 13 August 2013, or Rev. 01 dated 14 October 2013, or Rev. 02 dated 26 November 2013, or Rev. 03 dated 30 April 2014, or Rev. 04 dated 17 July 2014, or Rev. 05 dated 19 September 2014, or Rev. 06 dated 17 October 2014, or Rev. 07 dated 24 November 2014, or Rev. 08 dated 26 January 2015, or Rev. 09 dated 26 March 2015, or Rev. 10 dated 12 February 2016, or Rev. 11 dated 18 August 2020, or Rev. 12 dated 26 July 2021, or Rev. 13 dated 21 January 2022, or Rev. 14 dated 03 May 2022, or Rev. 15 dated 09 January 2023.

Airbus SB A320-57-1187 original issue dated 13 October 2013, or Rev. 01 dated 07 March 2014, or Rev. 02 dated 31 July 2014, or Rev. 03 dated 27 November 2014, or Rev. 04 dated 27 March 2015, or Rev. 05 dated 10 July 2015, or Rev. 06 dated 19 October 2015, or Rev. 07 dated 01 February 2016, or Rev. 08 dated 13 December 2016, or Rev. 09 dated 21 April 2017, or Rev. 10 dated 21



March 2018, or Rev. 11 dated 04 October 2019, or Rev. 12 dated 18 January 2022, or Rev. 13 dated 03 May 2022.

Airbus SB A320-57-1193 original issue dated 16 October 2015, or Rev. 01 dated 15 February 2016, or Rev. 02 dated 18 May 2016, or Rev. 03 dated 03 August 2016, or Rev. 04 dated 30 September 2016, or Rev. 05 dated 28 November 2016, or Rev. 06 dated 04 July 2017, or Rev. 07 dated 01 December 2017, or Rev. 08 dated 27 February 2018.

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 13 October 2023.
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.



Appendix 1

Table 1 – Inspection Thresholds and Intervals for CEO aeroplanes
(whichever occurs first, flight hours (FH) or flight cycles (FC))

Aeroplane models	Commercial designation	Mod(s) or SB(s) embodied	Inspection Thresholds (since first flight)	Intervals
A319-100	CEO Sharklet retrofit	SB A320-57-1193	Before exceeding 15 500 FC or 31 000 FH	2 000 FC or 4 000 FH
	CEO Sharklet	Mod 160500 or SB A320-57-1173 or SB A320-57-1186		
	CJ Sharklet Retrofit	Mod 28162, 28238 and 28342 (all three) and SB A320-57-1193	Before exceeding 9 300 FC or 40 000 FH	1 200 FC or 5 100 FH
	CJ Sharklet	Mod 28162, 28238 28342 and 160500 (all four) or Mod 28162, 28238 and 28342 (all three) and SB A320-57-1173 or Mod 28162, 28238 and 28342 (all three) and SB A320-57-1186		
A320-200	CEO Sharklet retrofit	SB A320-57-1193	Before exceeding 15 500 FC or 31 000 FH	2 000 FC or 4 000 FH
	CEO Sharklet	Mod 160500 or SB A320-57-1173 or SB A320-57-1186		
A321-200	CEO Sharklet	Mod 160023 or SB A320-57-1187		



Appendix 1 (continued)

Table 2 - Inspection Thresholds and Intervals for NEO aeroplanes

Aeroplane Model	Commercial designation	Mod(s) embodied	Inspection Thresholds (A or B, whichever occurs later since first flight)		Intervals (whichever occurs first, FH or FC)
			A	B	
A319-100	NEO	Mod 161004 and 161001	A	Before exceeding 11 800 FC or 23 600 FH	2 000 FC or 4 000 FH
			B	Within 5 months after the effective date of this AD	
	ACJ319NEO	Mod 162338	A	Before exceeding 7 000 FC or 30 100 FH	1 200 FC or 5 100 FH
			B	Within 5 months after the effective date of this AD	
A320-200	NEO	Mod 161003 or Mod 161000	A	Before exceeding 11 800 FC or 23 600 FH	2 000 FC or 4 000 FH
			B	Within 5 months after the effective date of this AD	
	ACJ320NEO	Mod 162339	A	Before exceeding 7 000 FC or 30 100 FH	1 200 FC or 5 100 FH
			B	Within 5 months after the effective date of this AD	
A321-200	NEO	Mod 161005 or Mod 161002	A	Before exceeding 8 800 FC or 17 600 FH	2 000 FC or 4 000 FH
			B	Within 5 months after the effective date of this AD	
	NEO ACF	Mod 161005 and Mod 160286	A	Before exceeding 8 800 FC or 17 600 FH	
			B	Within 5 months after the effective date of this AD	
	NEO ACF	Mod 161002 and Mod 160286	A	Before exceeding 8 800 FC or 17 600 FH	
			B	Within 5 months after the effective date of this AD	

