



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 23-128**

**Issued: 22 November 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):**

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 2022-0151 dated 26 July 2022.

## ATA 53 – Fuselage – Lateral Cockpit Window Frame Upper Stiffener – 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; and
- A319 aeroplanes on which Airbus mod 28162, mod 28238 and mod 28342 were embodied in production.

**Definitions:**

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

**Affected part:** Horizontal upper stiffeners of lateral window frame at fuselage Frame 4 (FR4), both right-hand (RH) and left-hand (LH) side.



**Groups of affected part(s):** See Table 1 of this AD. An aeroplane may have installed affected parts belonging to two distinct Groups, one for each applicable configuration of the affected part (RH/LH side).

Table 1 – Groups of Affected Parts

Groups	MSN LH side configuration/affected part	MSN RH side configuration/affected part
1	Not Group 2 and not Group 3	Not Group 2 and not Group 3
2	Post-SB A320-53-1338	Post-SB A320-53-1337
3	Post-SB A320-53-1335	Post-SB A320-53-1336

**The inspection SB:** Airbus SB A320-53-1410 Revision 01 (RH side) and SB A320-53-1411 Revision 01 (LH side), as applicable.

#### Reason:

Several occurrences were reported where, during a maintenance check, cracks were found at the lateral sliding window of the fuselage FR4 upper attachment on both RH and LH sides.

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

To address this potential unsafe condition, Airbus developed Airworthiness Limitation Item (ALI) task 531105, providing instructions for a detailed inspection (DET), or a special detailed inspection (SDI) using high frequency eddy current method. Following further analysis of the reported events, Airbus published the inspection SB (to replace the ALI task), providing instructions to accomplish the SDI, with updated thresholds and intervals, and not allowing accomplishment of the DET as alternative to the SDI. Consequently, EASA issued AD 2019-0067 to require repetitive SDI of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

After that AD was issued, it was determined that some A318 and A319 configurations could be removed from the Applicability of the AD, as the compliance time for the initial inspection is beyond the Maintenance Programme Publication Trigger for those configurations. EASA issued AD 2019-0067R1 accordingly.

After that AD was issued, it has been determined that embodiment of production mod 161229 does not provide any benefit in comparison with the pre-mod 161229 configuration, and Airbus issued the inspection SB, as defined in this AD, to remove the credit and higher inspection threshold for post-mod 161229 aeroplanes. In addition, based on new calculations, the inspection interval was increased. Consequently, EASA issued AD 2022-0151 retaining the inspection requirements of EASA AD 2019-0067R1, which was superseded, and required inspections at the amended thresholds and intervals.

Since that AD was issued comments received from operators indicated that the compliance time for SDI threshold needs further clarification.

For the reason described above, this AD retains the requirements of EASA AD 2022-0151, which is superseded, and introduces different definition of affected part groups.



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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) Within the compliance time and, thereafter, at intervals as defined in Table 2 or Table 3 of this AD, as applicable, unless otherwise stated in paragraphs (3) to (5) of this AD, accomplish an SDI of each affected part in accordance with the instructions of the inspection SB.

Table 2 – Threshold and Interval for Group 1 Affected Parts

	<b>Compliance Time (A, B or C whichever occurs later)</b>	<b>Interval</b>
<b>A</b>	Before exceeding 21 100 flight cycles (FC) since aeroplane first flight	5 200 FC
<b>B</b>	Within 890 FC after last accomplishment of ALI task 531105-01-1 or 531105-01-2, as applicable	
<b>C</b>	Within 3 150 FC after last accomplishment of ALI task 531105-02-1 or 531105-02-2, as applicable	

Table 3 – Threshold and Interval for Group 2 and Group 3 Affected Parts

<b>Groups</b>	<b>Compliance Time</b>	<b>Interval</b>
2	Before exceeding 17 300 FC since accomplishment of Airbus SB A320-53-1337 or A320-53-1338, as applicable	3 150 FC
3	Before exceeding 21 100 FC since accomplishment of Airbus SB A320-53-1336 or SB A320-53-1335, as applicable	5 200 FC

**Corrective Action(s):**

- (2) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, as identified in the inspection SB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the inspection SB.
- (3) After accomplishment of a first rework of an affected part on an aeroplane in accordance with the instructions of the inspection SB, accomplish the next SDI of that affected part on that aeroplane, as required by paragraph (1) of this AD, before exceeding 3 150 FC after that rework. Subsequent post-rework SDI, as required by paragraph (1) of this AD, must be accomplished at intervals not to exceed 3 150 FC.
- (4) After accomplishment of a second or third rework of an affected part on an aeroplane in accordance with the instructions of the inspection SB, as applicable depending on the findings of the post-rework inspection, accomplish the next SDI of that affected part on that aeroplane, as required by paragraph (1) of this AD, before exceeding 12 400 FC after that rework. Subsequent post-rework SDI, as required by paragraph (1) of this AD, must be accomplished at intervals not to exceed 2 400 FC.
- (5) For an affected part of an aeroplane that, before the effective date of this AD, has been inspected per ALI task 531105 or the inspection SB, and repaired in accordance with Airbus approved instructions, accomplish the following inspections of that repaired affected part in



accordance with, and within the compliance time as specified in, the Airbus approved instructions.

**Terminating Action(s):**

(6) None.

**Reporting:**

(7) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, as identified in the inspection SB, within 90 days after that inspection, report the results to Airbus. Using the instructions of the inspection SB is an acceptable method to comply with this reporting requirement.

**Credit:**

(8) Inspections and corrective actions, accomplished on an affected part before the effective date of this AD in accordance with the instructions of Airbus SB A320-53-1410 original issue (RH side) or SB A320-53-1411 original issue (LH side), as applicable, are acceptable to comply with the initial requirements of this AD for that aeroplane.

Note 1: Accomplishment of inspections and corrective actions on an aeroplane, as applicable and as required by this AD, previously allowed cancellation of ALI task 531105 from the approved Aircraft Maintenance Program, on the basis of which the operator or the owner ensures the continuing airworthiness of that aeroplane. That ALI task has meanwhile been deleted from ALS Part 2 through Variation 7.3 (issue 02 dated 06 June 2019). For NEO aeroplanes (not affected by the requirements of this AD) ALI task 531105-02-02 remains valid.

**Ref. Publications:**

Airbus SB A320-53-1410 original issue dated 05 June 2018, or Revision 01 dated 26 January 2022, or Revision 02 dated 19 October 2022, or Revision 03 dated 29 May 2023.

Airbus SB A320-53-1411 original issue dated 05 June 2018, or Revision 01 dated 26 January 2022, or Revision 02 dated 19 September 2022.

Airbus SB A320-53-1335 original issue dated 12 March 2019, or Revision 01 dated 04 November 2022.

Airbus SB A320-53-1336 original issue dated 12 March 2019, or Revision 01 dated 04 November 2022.

Airbus SB A320-53-1337 original issue dated 05 June 2018, or Revision 01 dated 24 June 2020.

Airbus SB A320-53-1338 original issue dated 05 June 2018, or Revision 01 dated 24 June 2020.

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 December 2023.
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 S.A.S. – Airworthiness Office – 1IASA;  
E-mail: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com).

