



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 24-046

**Issued:** 25 April 2024

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 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.A.064

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 53 – Fuselage – Potable and Waste Water Service Panels – Modification

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**Manufacturer(s):**

Airbus, formerly Airbus Industrie

**Applicability:**

Airbus A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133 aeroplanes, all manufacturer serial numbers except those on which:

- Airbus modification (mod) 28238, mod 28162 and mod 28342 were embodied in production.

**Definitions:**

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

**Affected areas:** Potable Water Panel at stringer (STR) 43 between Frame (FR) 65 and FR66 and Waste Water Panel at STR40 between Frame (FR) 65 and FR66.

**The SB:** Airbus Service Bulletin (SB) A320-53-1517.



**Reason:**

During the Widespread Fatigue Damage (WFD) scenario review in the frame of the Airbus Extra Long Range (XLR) certification, it has been identified that some previous findings of the Full Scale Fatigue Test in WFD areas were not properly correlated. The WFD criteria in terms of number of findings per location and end-of-test demonstrated life have to be assessed accordingly. Several cracks found around the potable and waste water service panels (WFD areas) shall be considered as WFD instead of typical fatigue findings and, therefore, WFD fatigue calculations must be updated accordingly.

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

To address this potential unsafe condition, Airbus issued the SB to provide modification instructions.

For the reason described above, this AD requires accomplishment of the modification.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

**Modification:**

- (1) Before exceeding 56 800 flight cycles (FC) since aeroplane first flight, accomplish the modification of each affected area, as applicable, in accordance with the instructions of the SB.

Note 1: The SB requires, as one of the steps of the modification, an inspection and potential corrective action, depending on the findings.

**Ref. Publications:**

Airbus SB A320-53-1517 original issue dated 12 December 2023.

The use of later approved 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 23 May 2024.
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).

