

## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 24-113

**Issued:** 30 September 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):**

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 2022-0030 dated 25 February 2022.

### ATA 53 – Fuselage – Inner Cap and Frame Flange at Frame 68 Stringer 22 – Inspections

**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, except:

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

**Definitions:**

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



**Inspection area:** Inner cap and web horizontal flange at frame 68 (left-hand (LH) and right-hand (RH) sides) at level of stringer 22 and around the door stop 1 nuts, aft passenger/crew door, LH and RH sides.

**The SB:** Airbus SB A320-53-1491 Revision 02.

**Groups:** Group 1 aeroplanes are those on which Airbus repair part having Part Number (P/N) R534-20799 is installed or any other repair part approved by Airbus is embodied on the inspection area. Group 2 aeroplanes are those which are not Group 1. An aeroplane may belong to both Groups, one for each applicable configuration of the inspection area (RH/LH side).

**Reason:**

Cracks have been reported in the inner cap and web horizontal flange at frame 68 (LH and RH sides) at level of stringer 22 during accomplishment of inspections required by EASA AD 2016-0238 (later superseded by EASA AD 2021-0242).

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

To address this potential unsafe condition, Airbus issued the SB A320-53-1491 (later revised), and EASA issued AD 2022-0030 to require repetitive inspections of that area.

After that AD was issued, cracks have been found at the door stop fitting number 1 holes at Frame 68, after the door stop fitting disassembly during accomplishment of inspections in accordance with the instructions of SB A320-53-1491 Revision 01.

Therefore, Airbus issued the SB, as defined in this AD, to include an additional inspection of the Frame 68 door stop fitting number 1 holes. The inspection area is extended with an additional high-frequency eddy-current (HFEC) inspection to be performed on the FR68 around the door stop fitting number 1 nuts. The compliance times have been reassessed and the SB updated accordingly.

For the reasons described above, this AD retains the requirements of EASA AD 2022-0030, which is superseded, and requires repetitive special detailed inspection (SDI) of the inspection area.

**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:

**Inspection(s):**

- (1) Before exceeding the compliance time(s) as defined in Table 1 of this AD, and, thereafter, at intervals not to exceed the value as defined in Table 1 of this AD, as applicable, accomplish the SDI of each inspection area in accordance with the instructions of the SB.
- (2) If, before the effective date of this AD, any Airbus approved repair instructions have been issued, supplementing the instructions of SB A320-53-1491 at any revision for an inspection area, accomplish those instructions on that inspection area within the compliance time



specified therein. Accomplishment of those inspections on an inspection area does not supersede the requirement of paragraph (1) of this AD for that inspection area.

- (3) If, before the effective date of this AD, any Airbus approved repair instructions have been issued, superseding the instructions of SB A320-53-1491 at any revision for an inspection area, accomplish those instructions on that inspection area within the compliance time specified therein. Accomplishment of those inspections on an inspection area supersedes the requirement of paragraph (1) of this AD for that inspection area.

Table 1 – Initial SDI and Interval

Group	Inspection Thresholds (whichever occurs later)	Intervals
<b>Group 1</b>	Within 20 000 flight cycles (FC) after aeroplane first flight, or Within 19 700 FC after the last inspection in accordance with the original issue or Revision 01 of the instructions of Airbus SB A320-53-1491, as applicable, or Within 12 months after the effective date of this AD.	19 700 FC
<b>Group 2</b>	Within 20 000 FC after aeroplane first flight or for aeroplanes without Airbus SB A320-53-1290 embodied at any previous revisions: Within 16 200 FC after the last inspection in accordance with the Airbus SB A320-53-1288 without findings AND Airbus SB A320-53-1491 without findings, whichever occurs first, or Within 12 months after the effective date of this AD.	16 200 FC

#### Corrective Action(s):

- (4) If, during any inspection as required by paragraph (1), (2) or (3) of this AD, as applicable, discrepancies and/or cracks are detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the SB or contact Airbus for approved corrective action(s) instructions and, within the compliance time specified therein, accomplish those instructions accordingly, as applicable (see Note 1 of this AD).

Note 1: After embodiment of any Airbus approved repair part on a Group 2 aeroplane, that aeroplane is considered a Group 1 aeroplane for that repaired inspection area.

#### Credit:

- (5) SDI(s) accomplished on an inspection area, before the effective date of this AD, in accordance with the instructions of the Airbus SB A320-53-1491 at original issue or Revision 01, as applicable, is acceptable to comply with the requirements of paragraph (1) of this AD for that inspection area.

#### Terminating Action:

- (6) Accomplishment of corrective action(s) on an inspection area as required by paragraph (4) of this AD does not constitute terminating action for the repetitive SDI as required by paragraph



(1), (2) or (3) of this AD for that inspection area, unless specified otherwise in the instructions provided by Airbus.

#### Ref. Publications:

Airbus SB A320-53-1491 original issue dated 14 August 2020, or Revision 01 dated 2 May 2022, or Revision 02 dated 30 July 2024.

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 14 October 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 – IIASA; E-mail: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com).

