



Airworthiness Directive

AD No.: 2016-0239

Issued: 02 December 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date: 16 December 2016

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2015-0083 dated 12 May 2015.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitation Section Part 2 – Damage Tolerant Airworthiness Limitation Items – Implementation

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, A320-251N, A320-271N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers.

Reason:

The airworthiness limitations for Airbus A320 family aeroplanes are currently included in Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS) documents. The Damage Tolerant Airworthiness Limitation Items are published in ALS Part 2, approved by EASA.

The instructions contained in the ALS Part 2 have been identified as mandatory actions for continued airworthiness. Failure to comply with these instructions could result in an unsafe condition.

Previously, EASA issued AD 2015-0083 to require accomplishment of all maintenance tasks as described in ALS Part 2 at Revision 03. Since that AD was issued, Airbus issued Revision 04, and later



on Revision 05 of the ALS Part 2, including new and/or more restrictive items, and new A320 models were certified.

For the reason described above, this AD retains the requirements of EASA AD 2015-0083, which is superseded, expands the Applicability by adding the models A320-251N and A320-271N, requires accomplishment of all maintenance tasks as described in the ALS Part 2, Revision 05 (hereafter referred to as 'the ALS' in this AD), and provides specific compliance times for ALS task 572021-01-1 (Wide Spread Fatigue Damage related).

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

Required as indicated, unless accomplished previously:

- (1) From the effective date of this AD, within the thresholds and intervals as defined in the ALS (see Notes 1 and 2 of this AD), accomplish all maintenance tasks, as applicable to the aeroplane configuration, as specified in the ALS.

The inspection defined in ALS task 572021-01-1 must be accomplished as specified in the ALS, or before 31 May 2018, whichever occurs later, and thereafter at intervals not to exceed 14 500 flight cycles or 29 000 flight hours, whichever occurs first.

Note 1: For the purpose of this AD, the thresholds and intervals as defined in the ALS includes specific compliance times, as defined in the Compliance Time pages of the ALS for certain tasks.

Note 2: For the actions specified in ALS task 712111-01, as defined in the ALS Part 2 at Revision 05, EASA AD 2015-0038 requires reduced threshold and intervals.

- (2) **Corrective Action(s):** In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, before next flight, accomplish the applicable corrective action(s) in accordance with the applicable Airbus maintenance documentation. If a detected discrepancy cannot be corrected by using existing Airbus instructions, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.
- (3) **Aircraft Maintenance Programme (AMP) Revision:** Within 12 months after the effective date of this AD, revise the approved AMP, on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by incorporating the tasks and associated thresholds and intervals described in the ALS, as applicable to the aeroplane configuration.
- (4) **Credit:** For an AMP that, on the effective date of this AD, is already updated to incorporate the maintenance tasks as specified in ALS Part 2 at Revision 03, that action ensures (see Note 3 of this AD) the continued accomplishment of those tasks. Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks, as defined in ALS Part 2 Revision 04 and Revision 05, and within the compliance time as specified in the ALS, to comply with paragraph (1) of this AD. For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks, as defined in ALS Part 2 Revision 04 and Revision 05, into the AMP to comply with paragraph (3) of this AD.



- (5) **Credit:** For an AMP that, on the effective date of this AD, is already updated to incorporate the maintenance tasks as specified in ALS Part 2 at Revision 04, that action ensures (see Note 3 of this AD) the continued accomplishment of those tasks. Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks, as defined in, and within the compliance times as specified in the ALS, to comply with paragraph (1) of this AD. For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks, as defined in the ALS, into the AMP to comply with paragraph (3) of this AD.
- (6) **Recording AD compliance:** When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) or (5) of this AD, as applicable, that action ensures (see Note 3 of this AD) continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) or (5) of this AD, as applicable, it is not necessary that accomplishment of individual tasks is recorded for demonstration of AD compliance on a continued basis.

Note 3: For affected Airbus A318, A319, A320 and A321 aeroplanes registered in Europe, complying with the approved AMP as specified in paragraph (3) of this AD is required by Commission Regulation (EU) No [1321/2014](#), Part M.A.301, paragraph 3.

Ref. Publications:

Airbus A318/A319/A320/A321 ALS Part 2 Revision 04, dated 18 December 2015, or Revision 05, dated 08 July 2016.

The use of later approved variations or revisions of this document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 24 February 2016 as PAD 16-029 for consultation until 23 March 2016 and republished on 03 November 2016 as PAD 16-029R1 for consultation until 17 November 2016. The Comment Response Documents can be found at <http://ad.easa.europa.eu>.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51; E-mail: account.airworth-eas@airbus.com.

