



## Airworthiness Directive

**AD No.:** 2018-0289R1

**Issued:** 10 February 2021

Note: This Airworthiness Directive (AD) 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.

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 (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

**Effective Date:** Revision 1: 17 February 2021  
Original issue: 04 January 2019

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

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2018-0289 dated 21 December 2018.

## ATA 53 – Fuselage – Service Door Stop Fitting Hole – Inspection / Repair

### 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:

- 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 28238, mod 28162 and mod 28342 were embodied in production.

### Definitions:

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

**The inspection SB:** Airbus SB A320-53-1339.

**The modification SB:** Airbus SB A320-53-1330.



**Affected area:** Door stop fitting holes at position 1 or 7 at fuselage frame (FR)16 and FR20, on left-hand and right-hand side, respectively.

**Reason:**

During accomplishment of airworthiness limitations item (ALI) task 531103-01-1 on an aeroplane, a crack was found in an affected area. At the time of the inspection, the affected aeroplane had accumulated 27 340 flight cycles (FC) since first flight, which is significantly below the FC threshold required for that ALI task.

This condition, if not detected and corrected, could affect the structural integrity of FR16 and FR20 of the aeroplane.

To address this potential unsafe condition, Airbus developed a modification (cold working), which reinforces the affected area and allows accomplishment of the next inspection at extended threshold. Airbus also revised the threshold for the inspection of the affected area for pre-mod aeroplanes, and published these thresholds in new ALI tasks 531103-01-2 and 531103-01-3. EASA published AD 2017-0231, requiring, among others, accomplishment of those ALI tasks.

After that AD was issued, it was decided to replace the applicable ALI tasks with the inspection SB and modification SB. Consequently, both ALI tasks 531103-01-2 and 531103-01-3 will be deleted at the next opportunity of the applicable Airbus airworthiness limitations section document for the aircraft models affected by this AD.

For the reason stated above, EASA issued AD 2018-0289 to require repetitive inspections of the affected areas and, depending on findings, accomplishment of applicable corrective action(s). That AD also included reference to the applicable modification SB which provides an optional terminating action for the repetitive inspections required by that AD, or allowed deferral of the next inspection, depending on the timing of modification embodiment.

Since EASA AD 2018-0289 was issued, an operator reported a possible misunderstanding of the compliance time as defined in Item B of Table 1, based on latest accomplishment of ALI task 531103-01-1, task 531103-01-2, or task 531103-01-3. These ALI tasks were initially applicable only to the affected area at fuselage FR20, and only at a later stage were also made applicable to the affected area at fuselage FR16.

This AD is revised to clarify that, to determine the compliance time for the initial inspection of an affected area, the latest accomplishment of the ALI task for that affected area must be taken into account.

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) Within the compliance time as defined in Table 1 of this AD, and, thereafter, at intervals not to exceed 16 800 FC, accomplish a rototest inspection of each affected area in accordance with the instructions of the inspection SB.



Table 1: Inspection Thresholds

<b>Compliance Time</b> (whichever occurs later, <b>A, B, C</b> or <b>D</b> )	
<b>A</b>	Before exceeding 30 000 FC since aeroplane first flight
<b>B</b>	Before exceeding 16 800 FC since last accomplishment on each affected area of ALI task 531103-01-1, task 531103-01-2, or task 531103-01-3, as applicable
<b>C</b>	Within 2 500 FC after 31 May 2017 [reference date for the compliance time included in ALS Part 2 rev. 6], without exceeding 48 000 FC from aeroplane first flight
<b>D</b>	Before exceeding 53 900 FC since embodiment of the modification SB

- (2) After modification of an aeroplane in accordance with the instructions of the modification SB, except as specified in paragraph (5) of this AD, the next inspection as required by paragraph (1) of this AD for that aeroplane can be deferred until 53 900 FC since embodiment of the modification SB.
- (3) For an aeroplane that has been inspected per ALI task 531103, or in accordance with the inspection SB, and repaired in accordance with Airbus Repair Design Approval Sheet (RDAS), accomplish the next due inspection of each repaired affected area in accordance with, and within the compliance time as specified in, Airbus RDAS, as applicable.

**Corrective Action(s):**

- (4) If, during any inspection as required by paragraph (1), (2) or (3) of this AD, as applicable, cracks are detected, before next flight, accomplish corrective actions in accordance with the instructions of the inspection SB.

**Terminating Action:**

- (5) Modification of an aeroplane for all door stop locations in accordance with the instructions of the modification SB, provided this is accomplished at 6 100 FC since aeroplane first flight or later, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane and cancels the inspections requirements of ALI task 531103, as applicable, for that aeroplane.
- (6) For door stop locations that have been repaired in accordance with Airbus RDAS, modification of fastener holes, where no damage or cracks was detected, in accordance with the instructions of the modification SB, provided this is accomplished at 6 100 FC since aeroplane first flight or later, constitutes terminating action for the repetitive inspections of those fastener holes as required by paragraph (1) of this AD for that aeroplane, and cancels the inspection requirements of ALI task 531103, as applicable, for those holes for that aeroplane.

**Credit:**

- (7) Accomplishment of inspections and corrective actions on an aeroplane, as required by paragraphs (1) to (4) of this AD, as applicable, allows cancellation of ALI tasks 531103-01-2 and 531103-01-3 from the approved Aircraft Maintenance Program of that aeroplane, on the basis



of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane.

#### Ref. Publications:

Airbus SB A320-53-1339 at original issue dated 01 November 2017.

Airbus SB A320-53-1330 at original issue dated 01 November 2017.

The use of later approved revisions of the above-mentioned documents 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. The original issue of this AD was posted on 07 June 2018 as PAD 18-071 for consultation until 05 July 2018. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIASA; Fax +33 5 61 93 44 51; E-mail: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com).

