



## Airworthiness Directive

**AD No.:** 2019-0098

**Issued:** 03 May 2019

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):

A321 aeroplanes

**Effective Date:** 17 May 2019

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 53 – Fuselage – Forward Emergency Exit Door Doubler – Inspection

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### Manufacturer(s):

Airbus, formerly Airbus Industrie

### Applicability:

Airbus A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, manufacturer serial number (MSN) as listed in Appendix 1 of this AD.

### Definitions:

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

**The SB:** Airbus Service Bulletin (SB) A320-53-1408.

**Affected part:** Internal upper doublers of the forward emergency exit doors (#2 position), left-hand (LH) and right-hand (RH) side.

### Reason:

It has been determined that, following erroneous positioning of affected parts on the skin of the fuselage during pre-drill phase, unwanted drill-starts could exist on affected parts.

This condition, if not detected and corrected, could affect the fatigue properties of an affected part, thereby reducing the structural integrity of the fuselage.



To address this potential unsafe condition, Airbus identified the affected aeroplanes and issued the SB to provide inspection instructions.

For the reasons described above, this AD requires a one-time detailed inspection (DET) of the affected parts, both LH and RH sides, and, depending on findings, accomplishment of a high-frequency eddy current (HFEC) inspection and applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

#### **Inspection(s):**

- (1) Before exceeding 17 000 flight cycles since aeroplane first flight, accomplish a DET of each affected part in accordance with the instructions of the SB.

#### **Corrective Action(s):**

- (2) If, during the DET as required by paragraph (1) of this AD, any drill start is found on an affected part, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the SB.

#### **Reporting:**

- (3) Unless already done as required by paragraph (2) of this AD, within 90 days after the inspection as required by paragraph (1) of this AD, report the inspection results to Airbus. Using the instructions of the SB is an acceptable method to comply with this reporting requirement.

#### **Ref. Publications:**

Airbus SB A320-53-1408 original issue dated 10 January 2019.

The use of later approved revisions of the above-mentioned 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 02 April 2019 as PAD 19-055, and re-posted on 03 April 2019 as PAD 19-055R1, for consultation until 30 April 2019. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness 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](#).



5. 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](mailto:account.airworth-eas@airbus.com).

## Appendix 1

Affected MSN						
5169	5795	6056	6221	6326	6468	6579
5409	5860	6063	6222	6334	6473	6581
5418	5876	6070	6227	6344	6475	6585
5438	5890	6083	6233	6346	6479	6592
5523	5904	6089	6236	6359	6482	6599
5584	5909	6097	6241	6366	6488	6615
5594	5913	6119	6245	6371	6490	6652
5603	5916	6122	6252	6385	6495	6657
5606	5932	6130	6253	6390	6499	6658
5633	5936	6138	6256	6395	6504	6667
5636	5939	6146	6261	6399	6508	6678
5644	5946	6152	6266	6407	6517	6682
5647	5960	6159	6268	6409	6523	6687
5655	5969	6165	6273	6420	6531	6691
5696	5983	6175	6276	6432	6532	6693
5705	5994	6185	6294	6435	6534	6698
5720	6013	6194	6303	6440	6545	6701
5747	6027	6201	6305	6448	6558	
5758	6042	6210	6313	6451	6560	
5770	6049	6219	6319	6461	6569	

