



Airworthiness Directive

AD No.: 2019-0233

[Correction: 19 September 2019]

Issued: 18 September 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):

A319, A320 and A321 aeroplanes

Effective Date: 02 October 2019

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Overwing Panel – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A319-115, A320-214, A320-216, A320-232, A320-251N, A320-271N, A321-211, A321-231, A321-251N, A321-251NX, A321-253N, A321-271N, A321-271NX and A321-272N aeroplanes, manufacturer serial numbers (MSN) 7181, 7530, 7544, 7548, 7598, 7610, 7634, 7669, 7757, 7811, 7849, 7851, 7853, 7858, 7862, 7871, 7875, 7895, 7918, 7920, 7934, 7936, 7941, 7945, 7952, 7963, 7964, 7968, 7977, 7980, 7986, 7987, 7992, 7995, 7996, 8000, 8008, 8014-8017 inclusive, 8023, 8026-8029 inclusive, 8031, 8032, 8034, 8036, 8038-8047 inclusive, 8049-8058 inclusive, 8060-8063 inclusive, 8065, 8067-8069 inclusive, 8071-8090 inclusive, 8092-8139 inclusive, 8141-8171 inclusive, 8173-8221 inclusive, 8223-8256 inclusive, 8258-8270 inclusive, 8272-8276 inclusive, 8278-8288 inclusive, 8290-8378 inclusive, 8380-8420 inclusive, 8422-8438 inclusive, 8440-8444 inclusive, 8446-8468 inclusive, 8470-8482 inclusive, 8484-8494 inclusive, 8496-8500 inclusive, 8502-8507 inclusive, 8509-8530 inclusive, 8532-8546 inclusive, 8548-8582 inclusive, 8584-8586 inclusive, 8589-8592 inclusive, 8594, 8595, 8598-8601 inclusive, 8604-8609 inclusive, 8611, 8613-8617 inclusive, 8619-8628 inclusive, 8630, 8632, 8634, 8636, 8639-8643 inclusive, 8646, 8648, 8650, 8652, 8654, 8656-8659 inclusive, 8661-8665 inclusive, 8667-8673 inclusive, 8675-8677 inclusive, 8679-8682 inclusive, 8684-8690 inclusive, 8692, 8694, 8695, 8700, 8702, 8705, 8717 and 8726.



Definitions:

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

The AOT: Airbus Alert Operators Transmission (AOT) A57N012-19 revision 01.

Affected area: Attaching point A and attaching point B, both left-hand and right-hand wings, as defined in the AOT.

Reason:

Incomplete installations of the over wing panel lug attachments were identified in production assembly line. Investigation results identified that a process change had been implemented in the production line, which led to erratic installations, and a list of potentially affected aeroplanes was established.

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

To address this potential unsafe condition, Airbus issued AOT A57N012-19 providing inspection and correction instructions, later revised to amend the affected MSN population.

For the reasons described above, this AD requires a one-time detailed inspection (DET) of the affected areas, and, depending on findings, accomplishment of applicable corrective action(s).

This AD is republished to correct the header.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 3 months after the effective date of this AD, accomplish a DET of each affected area in accordance with the instructions of paragraph 4.2.2. of the AOT.

Corrective Action(s):

- (2) If, during the DET as required by paragraph (1) of this AD, a missing cotter pin is detected in an affected area, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the AOT.
- (3) If, during the DET as required by paragraph (1) of this AD, a missing bolt or nut is detected in an affected area, before next flight, accomplish a DET of that affected area in accordance with the instructions of paragraph 4.2.3. of the AOT.
- (4) If, during the DET as required by paragraph (3) of this AD, any discrepancy is detected, before next flight, accomplish a repair in accordance with the instructions of the AOT, or contact Airbus for applicable corrective actions and, within the compliance time identified in those instructions, accomplish those instructions accordingly.



Credit:

- (5) Inspections and corrective actions on an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of the AOT at original issue, are acceptable for compliance with the initial requirements of paragraphs (1), (2), (3) and (4) of this AD, as applicable, for that aeroplane.

Ref. Publications:

Airbus AOT A57N012-19 original issue dated 20 March 2019, and revision 01 dated 18 April 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 25 June 2019 as PAD 19-111 for consultation until 09 July 2019. 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 Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: 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.

