



Airworthiness Directive

AD No.: 2021-0167

Issued: 14 July 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: 28 July 2021

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2017-0117 dated 07 July 2017.

ATA 57 – Wings – Stringer Attachments at Rib 2 to Rib 7 – Inspection / Modification

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

Definitions:

Groups: Group 1 aeroplanes are those on which none of the following mod has been embodied in production, and none of the following SB has been accomplished in service, as applicable:

- mod 155374 or SB A320-00-1260
- mod 34650 or SB A320-32-1308
- mod 152970 or SBA320-32-1422



Group 2 aeroplanes are those on which any of the following mod has been embodied in production, or any of the following SB has been accomplished in service, as applicable:

- mod 155374 or SB A320-00-1260
- mod 34650 or SB A320-32-1308
- mod 152970 or SB A320-32-1422

The SB: Airbus SB A320-57-1208 Revision 01.

The affected holes: Affected holes on both left-hand and right-hand sides, as identified in the SB.

Aeroplane date of manufacture: The date of transfer of title (ownership) at the time of first delivery to an operator, which is referenced in Airbus documentation.

Reason:

Within the scope of work of service life extension for A320 aeroplanes and of widespread fatigue damage evaluations, it has been determined that a structural modification is required to allow the aeroplanes to continue operation up to the limit of validity (LoV).

This condition, if not corrected, may affect the structural integrity of the wing.

To address this potential unsafe condition, Airbus issued SB A320-57-1208, providing instructions to oversize the holes of the upper cleat to upper stringer attachments at Rib 2 to Rib 7 (inclusive). Consequently, EASA published AD 2017-0117 to require modification of the affected holes.

Since that AD was issued, Airbus identified additional affected configurations, and determined that additional work may be required on aeroplanes modified in accordance with the instructions of SB A320-57-1208. Consequently, Airbus issued the SB, as defined in this AD, including new specific configurations for the Commonwealth of Independent States (CIS) aeroplanes operation and additional modification requirements.

For the reasons described above, this AD retains the requirements of EASA AD 2017-0117, which is superseded, introducing different compliance time for certain aeroplane configurations and additional work for aeroplanes on which Airbus SB A320-57-1208 has been accomplished.

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

Required as indicated, unless accomplished previously:

Modification and Inspection:

- (1) For Group 1 aeroplanes: Within the upper limit as defined in Table 1 of this AD, but not before the lower limit as defined in Table 1 of this AD, as applicable, modify the aeroplane by accomplishing the oversizing of the affected holes in accordance with the instructions of the SB (see Note 1 of this AD).

Note 1: For the purpose of this AD, modification of an affected hole includes an Eddy Current Inspection (ECI) of that affected hole in accordance with the instructions of the SB.



Table 1 – Window of Embodiment
(flight hours (FH) or flight cycles (FC), whichever occurs first since aeroplane date of manufacture)

Aeroplane		Lower Limit		Upper Limit	
		FH	FC	FH	FC
A318-100	Pre-mod 160001 and pre-SB A320-57-1193	94 000	47 000	159 200	79 600
A319-100		94 000	47 000	159 200	79 600
A320-200		94 000	47 000	159 200	79 600
A319-100	Post-mod 160001 or post-SB A320-57-1193	52 300	26 200	101 600	50 800
A320-200		52 300	26 200	101 600	50 800
A321-100	Pre-mod 160021	101 200	50 600	148 300	74 100
A321-200		101 200	50 600	148 300	74 100
A321-200	Post-mod 160021	44 800	22 400	112 800	56 400

- (2) For Group 2 aeroplanes: Within the upper limit as defined in Table 2 of this AD, but not before the lower limit as defined in Table 2 of this AD, as applicable, modify the aeroplane by accomplishing the oversizing of the affected holes in accordance with the instructions of the SB (see Note 1 of this AD).

Table 2 – Window of Embodiment
(FH or FC, whichever occurs first since aeroplane date of manufacture)

Aeroplane		Lower Limit		Upper Limit	
		FH	FC	FH	FC
A319-100	Pre-mod 160001	93 900	47 000	159 200	79 600
A320-200		116 300	58 200	125 600	62 800
A319-100	Post-mod 160001	52 100	26 100	101 800	50 900
A320-200		66 500	33 300	80 300	40 100
A319-100	Post-SB A320-57-1193	52 300	26 200	101 600	50 800
A320-200		66 600	33 300	80 100	40 000
A321-100	Pre-mod 160021	76 000	38 000	93 400	46 700
A321-200		76 000	38 000	93 400	46 700
A321-200	Post-mod 160021	61 100	30 600	71 000	35 500



Corrective Action:

- (3) If, during any High Frequency ECI as required by paragraph (1) or (2) of this AD, as applicable, any damage is found, before next flight, contact Airbus for approved corrective action instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Additional Work:

- (4) For aeroplanes on which, before the effective date of this AD, Airbus SB A320-57-1208 at original issue has been accomplished, within 12 months after the effective date of this AD, contact Airbus for approved instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Ref. Publications:

Airbus SB A320-57-1208 original issue dated 21 November 2016, or Revision 01 dated 23 September 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 11 February 2021 as PAD 21-020 for consultation until 11 March 2021. 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.
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 – IIASA; E-mail: account.airworth-eas@airbus.com.

