



Airworthiness Directive

AD No.: 2021-0242

Issued: 08 November 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: 22 November 2021

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2016-0238 dated 02 December 2016, including its Correction dated 04 January 2017.

ATA 53 – Fuselage – Door Stop Fitting Holes at Frame 66/68 – 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:

- aeroplanes on which Airbus modification (mod) 157039 has been embodied in production;
- A319 aeroplanes on which mod 28238, mod 28162 **and** mod 28342 have been embodied in production; and
- A318 aeroplanes on which mod 39195 has been embodied in production, or Airbus Service Bulletin (SB) A320-00-1219 has been embodied in service.

Definitions:

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

Affected area: Door stop fitting holes of fuselage frame (FR) 66 and FR68 on left-hand (LH) and right-hand (RH) sides.



The inspection SB: Airbus SB A320-53-1288 Revision 02.

The modification SB: Airbus SB A320-53-1290.

Reason:

During an A320 fatigue test campaign, it was determined that fatigue damage could appear in the affected areas.

This condition, if not detected and corrected, could affect the structural integrity of the airframe.

Two inspections were introduced through the Airworthiness Limitations Item (ALI) tasks 534129 and 534130.

Since these ALI tasks were implemented, a significant number of reports was received concerning non-critical damage and early crack findings. Prompted by these reports, Airbus published SB A320-53-1288 (later revised) and the modification SB, providing instructions for inspection to improve damage management, and instructions for modification.

Consequently, EASA issued AD 2016-0015, requiring repetitive rototest inspections of the affected areas and, depending on findings, repair of any cracked area(s).

After that AD was issued, Airworthiness Limitation Section (ALS) Part 2 Revision 04 and later on Revision 05 were published, introducing updated thresholds and/or intervals for some tasks as specified in the inspection SB, introducing a new aeroplane configuration with RETRO WING, having embodied SB A320-57-1193 (mod 160080), and keeping the threshold or interval only in flight cycles (FC). ALI Task 534129 and ALI Task 534130 were removed from ALS Part 2 at Revision 05. Consequently, EASA issued AD 2016-0238, retaining the requirement of EASA AD 2016-0015, which was superseded, and requiring those actions within updated thresholds and intervals.

Since that AD was issued, following operators' occurrence reporting and new analysis, Airbus issued the inspection SB, as defined in this AD, to optimise thresholds and intervals accordingly.

For the reasons described above, this AD retains the requirements of EASA AD 2016-0238, which is superseded, but requires the inspections at different thresholds and intervals.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within the threshold as defined in Table 1 of this AD, depending on FC accumulated on the effective date of this AD and, thereafter, at intervals not to exceed 19 700 FC, accomplish a rototest inspection of each affected area in accordance with the instructions of the inspection SB.



Table 1 – Inspection Threshold Door Stop Fitting Holes (see Note 1 of this AD)

Affected Area	FC Accumulated on the effective date of this AD	Threshold(s)
FR66 web LH/RH	25 300 or less	Before exceeding 25 300 FC, or within 4000 FC after the effective date of this AD, whichever occurs later
	more than 25 300, not exceeding 39 000	Within 4000 FC after the effective date of this AD, without exceeding the threshold as defined in Appendix 1 - Table 2 of this AD, as applicable
	more than 39 000	Within 2000 FC after the effective date of this AD, without exceeding the threshold as defined in Appendix 1 - Table 2 of this AD, as applicable
FR68 web LH/RH	20 000 or less	Before exceeding 20 000 FC, or within 4000 FC after the effective date of this AD, whichever occurs later
	more than 20 000, not exceeding 33 700	Within 4000 FC after the effective date of this AD, without exceeding the threshold as defined in Appendix 1 - Table 3 of this AD, as applicable
	more than 33 700	Within 2000 FC after the effective date of this AD, without exceeding the threshold as defined in Appendix 1 - Table 3 of this AD, as applicable

Note 1: The FC specified in Table 1 of this AD are those accumulated by the aeroplane since first flight.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, a crack is detected and identified within the limit defined in the applicable Structural Repair Manual (SRM), before next flight, accomplish the applicable repair instructions and corrective action(s) in accordance with the applicable SRM.
- (3) If, during any inspection as required by paragraph (1) of this AD, a crack is detected and identified exceeding the limit defined in the applicable SRM, before next flight, contact Airbus for approved instructions for corrective action and accomplish those instructions accordingly.

Credit:

- (4) Inspections on an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of the inspection SB at original issue or Revision 01 or as per ALI 534129 or 534130 are acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.
- (5) For an aeroplane that has been inspected per ALI task 534129 or ALI task 534130 or inspection SB at original issue or Revision 01, and repaired, before the effective date of this AD, in accordance with the instructions of the applicable SRM, or in accordance with instructions



approved by Airbus DOA, accomplish the actions as required by paragraph (5.1) or (5.2) of this AD (see note 2 of this AD):

- (5.1) Accomplish the next inspections for each repaired fastener hole in accordance with, and within the time period after repair, as specified in the SRM or in the Airbus DOA approved instructions, as applicable.
- (5.2) Within the compliance time as specified in paragraph (1) of this AD, as applicable, contact Airbus for approved instructions and accomplish those instructions accordingly.

Note 2: For all fastener holes where no damage or cracks was detected (i.e. those not repaired), see paragraph (4) of this AD.

- (6) For an aeroplane that, before the effective date of this AD, has been repaired in an affected area, as defined in this AD, in accordance with instructions approved by Airbus DOA unrelated to ALI task 534129 or ALI task 534130 or the inspection SB, within the compliance time as specified in paragraph (1) of this AD, as applicable, contact Airbus for approved instructions and accomplish those instructions accordingly.

Terminating Action:

- (7) Repair of a fastener hole at a door stop location of an aeroplane, and accomplishment of post repair instructions, as applicable, as required by paragraph (2) of this AD constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that fastener hole.
- (8) Repair of a fastener hole at a door stop location of an aeroplane as required by paragraph (3) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that fastener hole, unless specified otherwise in the instructions provided by Airbus.
- (9) Modification in accordance with the instructions of the modification SB of a fastener hole at a door stop location, accomplished before next flight after an inspection as required by paragraph (1) of this AD where no damage or cracks was detected on that fastener hole, constitutes terminating action for the repetitive inspections of that fastener hole as required by paragraph (1) of this AD.
- (10) Modification of an affected area of an aeroplane in accordance with the instructions of the modification SB, accomplished before next flight after an inspection as required by paragraph (1) of this AD where no damage or cracks was detected on that affected area, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that affected area of that aeroplane.
- (11) Accomplishment of inspection(s) and corrective actions on an aeroplane, as specified by paragraph (5.2) or (6) of this AD, as applicable, does not constitute terminating action for the repetitive inspections as required by paragraph (1) on the repaired hole for that aeroplane, unless specified otherwise in the instructions provided by Airbus.



- (12) Accomplishment of inspection(s) and corrective actions on an aeroplane, as specified by paragraph (5.1) of this AD, as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (1) on the repaired hole for that aeroplane.

Ref. Publications:

Airbus SB A320-57-1193 original issue dated 16 October 2015, or Revision 01 dated 05 February 2016, or Revision 02 dated 18 May 2016, or Revision 03 dated 03 August 2016, or Revision 04 dated 30 September 2016, or Revision 05 dated 28 November 2016, or Revision 06 dated 04 July 2017, or Revision 07 dated 01 December 2017, or Revision 08 dated 27 February 2018.

Airbus SB A320-53-1288 original issue dated 10 October 2014, or Revision 01 dated 03 October 2016, or Revision 02 dated 23 September 2019.

Airbus SB A320-53-1290 original issue dated 10 October 2014, or Revision 01 dated 03 October 2016, or Revision 02 dated 10 July 2019.

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. This AD was posted on 09 November 2020 as PAD 20-179 for consultation until 07 December 2020. The Comment Response Documents 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.



Appendix 1: Door Stop Fitting Holes – Original Inspection / Repair Threshold

The threshold for initial inspection as specified in Table 2 and 3 of this Appendix must be calculated since first flight of the aeroplane, except for post-mod 160080 aeroplanes, for which a “corrected” threshold can be defined in accordance with the instructions of Airbus SB A320-57-1193.

**Table 2 - Aft passenger/crew door cut-out
Door stop fittings holes at FR 66 WEB LH/RH**

Aeroplanes affected	Threshold
A318-PAX	33 800 FC
A319-PAX pre mod 160001 and pre mod 160080	42 700 FC
A319-PAX post mod 160001 OR A319-PAX post mod 160080	40 300 FC
A320 pre mod 160001 and pre mod 160080	48 000 FC
A320 post mod 160001 OR A320 post mod 160080	45 500 FC
A321 pre mod 160021	34 500 FC
A321 post mod 160021	39 400 FC

**Table 3 - Aft passenger/crew door cut-out
Door stop fittings holes at FR 68 WEB LH/RH**

Aeroplanes affected	Threshold
A318-PAX	30 800 FC
A319-PAX pre mod 160001 and pre mod 160080	34 400 FC
A319-PAX post mod 160001 OR A319-PAX post mod 160080	33 500 FC
A320	40 900 FC
A321 pre mod 160021	24 400 FC
A321 post mod 160021	39 300 FC

