



Airworthiness Directive

AD No.: 2021-0256

Issued: 16 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):

A319, A320 and A321 aeroplanes

Effective Date: 30 November 2021

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Bottom Wing Skin Panel 2 – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus 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.

Definitions:

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

Affected areas: Left-hand and right-hand wing manhole access panels attachment holes in the bottom wing skin panels 2, between Rib 13 and Rib 23.

The AOT: Airbus Alert Operators Transmission (AOT) A57N018-21.

Groups: Group 1 aeroplanes are those having Airbus modification (mod) 160500 or mod 160023 embodied in production; and those on which Airbus Service Bulletin (SB) A320-57-1173, SB A320-57-1186, SB A320-57-1187 or SB A320-57-1193 has been embodied in-service. Group 2 aeroplanes are those which are not Group 1.



Reason:

It has been determined that fatigue cracking may occur in affected areas on aeroplanes having Sharklets installed in production or in service.

This condition, if not detected and corrected, could lead to crack initiation and propagation, possibly resulting in reduced structural integrity of the wings.

To address this potential unsafe condition, Airbus issued the AOT, to provide inspection instructions.

For the reasons described above, this AD requires repetitive detailed visual inspections (DET) of the affected areas, as defined in this AD, and, depending on findings, accomplishment of applicable corrective action(s).

This AD is considered an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) For Group 1 aeroplanes: Within the threshold as defined in Table 1 of this AD, and, thereafter, at intervals not exceeding 4 000 flight hours (FH) or 2 000 flight cycles (FC), whichever occurs first, accomplish a DET of the affected areas in accordance with the instructions of the AOT.

Table 1 - Inspection Threshold

FH and FC accumulated since aeroplane first flight on the effective date of this AD	Threshold
31 000 FH or less <u>and</u> 15 500 FC or less	A or B, whichever occurs later A) Before exceeding 15 500 FC or 31 000 FH, whichever occurs first since aeroplane first flight. B) Within 60 days after the effective date of this AD
More than 31 000 FH, or more than 15 500 FC <u>and</u> 34 000 FH or less <u>and</u> 17 000 FC or less	Within 60 days after the effective date of this AD
More than 34 000 FH <u>or</u> more than 17 000 FC	Within 30 days after the effective date of this AD



Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, before next flight, contact Airbus for approved instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Reporting:

- (3) Within 30 days after accomplishment of any DET as required by paragraph (1) of this AD, report the results, including no findings, to Airbus.

Terminating Action:

- (4) None.

Aeroplane Modification:

- (5) For Group 2 aeroplanes: From the effective date of this AD, following modification of an aeroplane in accordance with the instruction of Airbus SB A320-57-1173, SB A320-57-1186, SB A320-57-1187 or SB A320-57-1193, that aeroplane is effectively considered to be a Group 1 aeroplane. For that aeroplane, inspections and, depending on findings, corrective action(s), must be accomplished as required by this AD.

Ref. Publications:

Airbus AOT A57N018-21 original issue dated 08 November 2021.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
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.

