



Airworthiness Directive

AD No.: 2022-0115

Issued: 20 June 2022

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A319, A320 and A321 aeroplanes

Effective Date: 04 July 2022

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2018-0233R1 dated 28 November 2018.

ATA 53 – Fuselage – Cargo Compartment Fitting Brackets, Tack and Rivet Holes – Inspection / Repair

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132 and A319-133 aeroplanes, all manufacturer serial numbers (MSN), except those on which Airbus modification (mod) 161306 has been embodied in production, and except A319 CJ aeroplanes that do not have Airbus mod 160001 embodied in production, or Airbus Service Bulletin (SB) A320-57-1193 (mod 160080) embodied in service; and

Airbus 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 MSN, except those on which Airbus mod 161271 has been embodied in production.

Definitions:

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

The inspection SB: Airbus SB A320-53-1257 Revision (Rev.) 02.



The modification SB: Airbus SB A320-53-1261 (acceptable issue as specified in Table 1 of this AD), SB A320-53-1360 (any issue), SB A320-53-1364 and SB A320-53-1365, as applicable.

Table 1 – Acceptable SB A320-53-1261 Issue(s)

Aeroplane	Airbus SB A320-53-1261
A319 and A320	original issue, or Rev. 01, or Rev. 03 or Rev. 04, or Rev. 05
A321 not in 'configuration 8'	Rev. 03 or Rev. 04, or Rev. 05
A321 in 'configuration 8'	Rev. 05

A319 CJ: A319 (Corporate Jet) aeroplanes on which Airbus mod 28238, mod 28162 and mod 28342 have been embodied in production.

A319 PAX: A319 aeroplanes which are not A319 CJ.

Reason:

During a full-scale fatigue test, several broken frames in the cargo compartment area between frame (FR) 50 and FR63 have been found, especially on the cargo floor support fittings and open tack holes on left-hand (LH) side.

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

To address this unsafe condition, Airbus issued SB A320-53-1257, providing inspection instructions, and SB A320-53-1261, providing modification instructions.

Consequently, EASA published AD 2013-0310, requiring repetitive inspections of the frames in the cargo compartment area and of the cargo floor support fittings and open tack holes on the LH side and, depending on findings, accomplishment of corrective action(s). That AD also required a modification, which constituted terminating action for the required repetitive inspections.

After that AD was issued, further analyses and widespread fatigue damage evaluations identified the need to reduce the threshold and intervals for the repetitive inspections for certain configurations, and Airbus issued the inspection SB accordingly. Airbus also issued SB A320-53-1360, SB A320-53-1364 and SB A320-53-1365 to supplement SB A320-53-1261, and SB Information Transmission (SBIT) 16-0070 providing additional information. Consequently, EASA issued AD 2018-0233, retaining the requirements of EASA AD 2013-0310, which was superseded, but requiring accomplishment of the repetitive inspections within reduced compliance times for certain configurations. That AD also required additional work for aeroplanes that had already been modified in accordance with the instructions of Airbus SB A320-53-1261 Rev. 02.

After that AD was issued, it was determined that certain A319 aeroplanes may be excluded from the Applicability of the AD, since the calculated compliance time for the initial inspection is beyond the applicable limit of validity. Consequently, EASA issued AD 2018-0233R1 to reduce the Applicability.

Since that AD was issued, new technical considerations identified the need to introduce additional work for aeroplanes in 'configuration 8', as defined in Airbus SB A320-53-1261. Airbus issued Rev. 05 of that SB to provide the applicable technical instructions.



For the reasons described above, this AD retains the requirements of EASA AD 2018-0233R1, which is superseded, and requires the accomplishment of additional work on aeroplanes in 'configuration 8' as listed in Table 5 of Appendix 1 of this AD.

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

Required as indicated, unless accomplished previously:

Repetitive Inspection(s):

- (1) Within the compliance time(s) as defined in Table 2 or Table 3 of Appendix 1 of this AD, as applicable, and, thereafter, at intervals not to exceed the values as defined in Table 4 of Appendix 1 of this AD, as applicable, accomplish a rototest inspection of open tack holes and rivet holes at the cargo floor support fittings between FR50 and FR63, between stringer (STG) 33 and STG39 (LH side only), for A320 and A321 aeroplanes, and between FR53 and FR63, between STG33 and STG39 (LH side only), for A319 aeroplanes, in accordance with the instructions of the inspection SB.

Corrective Action(s):

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

Modification:

- (3) Except as required by paragraph (4) of this AD, before exceeding 48 000 flight cycles (FC) or 96 000 flight hours (FH), whichever occurs first since aeroplane first flight, modify the aeroplane in accordance with the instructions of the modification SB.

Additional Work:

- (4) For an A319, A320 or A321 aeroplane that was modified before 09 November 2018 [the effective date of EASA AD 2018-0233 at original issue] in accordance with the instructions of Airbus SB A320-53-1261 Rev. 02, within 30 days after 09 November 2018 [the effective date of EASA AD 2018-0233 at original issue], contact Airbus for additional work instructions and, within the compliance time specified in those instructions, accomplish the additional work accordingly.
- (5) For an A321 aeroplane with an MSN listed in Table 5 of Appendix 1 of this AD that was modified before the effective date of this AD in accordance with the instructions of Airbus SB A320-53-1261 Rev. 03 or Rev. 04, within 12 months after the effective date of this AD, accomplish the additional work in accordance with the instructions of Airbus SB A320-53-1261 Rev. 05.

Credit:

- (6) Inspections on an aeroplane, accomplished before 09 November 2018 [the effective date of EASA AD 2018-0233 at original issue] in accordance with the instructions of Airbus SB A320-53-1257 at original issue or Rev. 01, are acceptable to comply with the initial requirements of paragraph (1) of this AD for that aeroplane.



Terminating Action:

- (7) Repair of an aeroplane as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane, unless otherwise stated in the repair instructions.
- (8) Modification of an aeroplane as required by paragraph (3), (4) or (5) of this AD, as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Airbus SB A320-53-1257 original issue dated 21 December 2012, or Rev. 01 dated 28 April 2016, or Rev. 02 dated 29 November 2016, or Rev. 03 dated 23 September 2019.

Airbus SB A320-53-1261 original issue dated 21 December 2012, or Rev. 01 dated 30 June 2015, or Rev. 02 dated 01 March 2016, or Rev. 03 dated 08 August 2016, or Rev. 04 dated 03 May 2017, or Rev. 05 dated 15 December 2021.

Airbus SB A320-53-1360 original issue dated 01 December 2016, or Rev. 01 dated 01 March 2018.

Airbus SB A320-53-1364 original issue dated 04 May 2018.

Airbus SB A320-53-1365 original issue dated 17 April 2018.

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 19 April 2022 as PAD 22-046 for consultation until 17 May 2022. 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 – 1IASA; E-mail: account.airworth-eas@airbus.com.



Appendix 1

Table 2 - Initial Inspection

Model and Configuration	FH and FC Accumulated on 03 January 2014 [the effective date of EASA AD 2013-0310] since first flight of the aeroplane	Compliance Time
A320 and A319 PAX, pre-mod 160001 and pre-SB A320-57-1193 (mod 160080) A321 pre-mod 160021	36 200 FC or 72 400 FH, or less	Before exceeding 38 200 FC or 76 400 FH, whichever occurs first since first flight of the aeroplane
	More than 36 200 FC or 72 400 FH, but not more than 45 000 FC	Within 2 000 FC or 4 000 FH whichever occurs first after 03 January 2014 [the effective date of AD 2013-0310]
	More than 45 000 FC	Within 1 000 FC or 2 000 FH, whichever occurs first after 03 January 2014 [the effective date of AD 2013-0310]

Table 3 - Initial Inspection

Model and Configuration	FH and FC Accumulated on 09 November 2018 [the effective date of EASA AD 2018-0233 at original issue] since first flight of the aeroplane	Compliance Time (see Note 1 of this AD)
A320 and A319 PAX, post-mod 160001 or post-SB A320-57-1193 (mod 160080) A321 post-mod 160021	33 400 FC or 66 900 FH, or less	Before exceeding 35 400 FC or 70 900 FH, whichever occurs first since first flight of the aeroplane (see Note 2 of this AD)
	More than 33 400 FC or 66 900 FH, but no more than 40 000 FC	Within 2 000 FC or 4 000 FH, whichever occurs first since 09 November 2018 [the effective date of EASA AD 2018-0233 at original issue] (see Note 2 of this AD)
	More than 40 000 FC but no more than 43 000 FC	Within 1 000 FC or 2 000 FH, whichever occurs first since 09 November 2018 [the effective date of EASA AD 2018-0233 at original issue] (see Note 2 of this AD)
	More than 43 000 FC	Within 30 days after 09 November 2018 [the effective date of EASA AD 2018-0233 at original issue] (see Note 2 of this AD)
A319 CJ, post-mod 160001 or post-SB A320-57-1193 (mod 160080)	Not applicable	Before exceeding 19 800 FC or 85 300 FH, whichever occurs first since first flight of the aeroplane



Note 1: For A320 and A319 aeroplanes in post-SB A320-57-1193 configuration, refer to Airworthiness Limitations Section (ALS) Part 2 variation 3.6 or ALS Part 2 Revision 4, or later further ALS Part 2 Revision, for determination of the threshold when sharklet is installed.

Note 2: For A320 and A319 PAX aeroplanes, post-SB A320-57-1193 (mod 160080): Without exceeding the time at which inspection is required through the threshold or compliance time for A320 and A319 PAX aeroplanes in pre-SB A320-57-1193 (pre mod 160080) configuration.

Table 4 – Repetitive Inspections

Model and Configuration	Interval (FC or FH, whichever occurs first)
A320, A319 PAX and A321	5 000 FC or 10 000 FH
A319 CJ, post mod 160001 or post-SB A320-57-1193 (mod 160080)	2 900 FC or 12 800 FH

Table 5 – MSN in Configuration 8

00364	00502	00529	00576	00642
00385	00505	00532	00581	00652
00412	00509	00535	00583	00664
00434	00513	00538	00586	00666
00458	00514	00541	00591	00668
00468	00516	00544	00593	00675
00473	00517	00550	00595	00677
00474	00518	00552	00597	00680
00477	00519	00555	00599	00684
00484	00520	00560	00604	00687
00488	00521	00563	00614	00692
00493	00522	00564	00620	00699
00495	00524	00567	00631	00715
00498	00526	00570	00633	

