



## Airworthiness Directive

**AD No.:** 2022-0266

**Issued:** 22 December 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):

A318, A319, A320 and A321 aeroplanes

**Effective Date:** 05 January 2023

**TCDS Number(s):** EASA.A.064

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2018-0131 dated 19 June 2018.

## ATA 92 – Electric and Electronic Common Installation – Cockpit Panel Bracket – Inspection

### 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 those on which Airbus modification (mod) 157335 has been embodied in production.

### Definitions:

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

**The SB:** Airbus Service Bulletin (SB) A320-92-1087 Revision 04 for aeroplanes that do not have Airbus mod 35869 embodied in production, or SB A320-92-1119 Revision 02 for aeroplanes that have Airbus mod 35869 embodied in production, as applicable.

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



**Reason:**

During an unscheduled maintenance operation on an A330 aeroplane, the 10VU rack was removed for access and cracks were discovered on 10VU rack side fittings on lugs 1, 3 and 4. As a similar design is installed on A320 family aeroplanes, a sampling review was done to determine the possible fleet impact. The result showed that several aeroplanes had cracked or broken 10VU rack side fittings.

This condition, if not detected and corrected, could lead to a high vibration level on the primary flight and navigation displays during critical flight phases (take-off and landing), possibly creating reading difficulties for the crew.

Prompted by these findings, Airbus developed mod 35869 to reinforce the affected rack fitting lugs in production. For in-service aeroplanes, Airbus published SB A320-92-1087 to provide detailed inspection (DET) and repair instructions. Consequently, EASA issued AD 2015-0170 to require, for all pre-mod 35869 aeroplanes, repetitive DET of the affected 10VU rack fitting lugs and, depending on findings, accomplishment of a repair.

After that AD was issued, analysis confirmed the need to extend the inspection to post-mod 35869 aeroplanes. Airbus issued SB A320-92-1119 providing instructions for DET and repair of those aeroplanes accordingly. Consequently, EASA issued AD 2018-0131 to retain the requirements of EASA AD 2015-0170, which was superseded, expanding the Applicability to include post-mod 35869 aeroplanes and requiring, for all aeroplanes, repetitive DET of the affected 10VU rack fitting lugs and, depending on findings, accomplishment of a repair.

Since that AD was issued, in-service reports and completed analysis concluded that the DET interval must be reduced to timely detect cracks on 10VU rack fitting lugs.

For the reason described above, this AD retains the requirements of EASA AD 2018-0131, which is superseded, and requires accomplishment of DET at reduced intervals.

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) Within the compliance time as defined in Table 1 of this AD and, thereafter, at intervals not to exceed 10 000 flight cycles (FC) or 20 000 flight hours (FH), whichever occurs first, accomplish a DET of the 10VU lugs 1, 2, 3 and 4 in accordance with the instructions of the SB.

Table 1 – Inspection Threshold

<b>Compliance Time (whichever occurs later, A or B)</b>	
<b>A</b>	Before exceeding 30 000 FC or 60 000 FH, whichever occurs first since aeroplane date of manufacture
<b>B</b>	Within 24 months after the effective date of this AD, without exceeding 20 000 FC or 40 000 FH, whichever occurs first, since last inspection



**Corrective Action(s):**

- (2) If, during any DET as required by paragraph (1) of this AD, any crack is found on only one 10VU lug, before exceeding 5 000 FC or 10 000 FH, or within 24 months, whichever occurs first after that DET, repair the damaged lug in accordance with the instructions of the SB (see Note 1 of this AD).
- (3) If, during any DET as required by paragraph (1) of this AD, any crack is found on two or more 10VU lugs, before next flight, repair the damaged lugs in accordance with the instructions of the SB (see Note 1 of this AD).

Note 1: Depending on aeroplane configuration, removal, installation and testing of some equipment is not required to accomplish the repair as required by paragraph (2) or (3) of this AD, as applicable, for that aeroplane.

**Terminating Action:**

- (4) Accomplishment of repair(s) on an aeroplane as required by paragraph (2) or (3) of this AD, as applicable, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

**Reporting:**

- (5) Within 90 days after each DET as required by paragraph (1) of this AD, report the results (including no findings) to Airbus. Using the instructions of the Reporting Sheet of the SB is an acceptable method to comply with this reporting requirement.

**Credit:**

- (6) Inspection(s) and corrective action(s), accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of Airbus SB A320-92-1087 at original issue, Revision 01, Revision 02 or Revision 03, or Airbus SB A320-92-1119 at original issue or Revision 01, as applicable, are an acceptable method to comply with the requirements of paragraphs (1), (2) and (3) of this AD, as applicable, for that aeroplane.

**Ref. Publications:**

Airbus SB A320-92-1087 original issue dated 28 March 2011, or Revision 01 dated 17 May 2011, or Revision 02 dated 25 November 2014, or Revision 03 dated 31 July 2017, or Revision 04 dated 16 May 2022.

Airbus SB A320-92-1119 original issue dated 28 July 2017, or Revision 01 dated 05 August 2019, or Revision 02 dated 16 May 2022.

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 22 September 2022 as PAD 22-127 for consultation until 20 October 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](mailto: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](mailto:account.airworth-eas@airbus.com).

