



Airworthiness Directive

AD No.: 2023-0009

Issued: 16 January 2023

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: 30 January 2023

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2019-0173 dated 18 July 2019.

ATA 53 – Fuselage – Cockpit Lateral Window Frames – 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 (MSN), except:

- A318 aeroplanes on which Airbus modification (mod) 39195 was embodied in production, or Airbus Service Bulletin (SB) A320-00-1219 was embodied in service;
- A319 aeroplanes on which Airbus mod 28238, mod 28162 and mod 28342 were embodied in production; and
- all aeroplanes on which Airbus mod 161230 was embodied.

Definitions:

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

Affected part: Vertical stiffener of lateral window frame at Frame (FR) 4, left-hand (LH) side and right-hand (RH) side.



The inspection SB: Airbus SB A320-53-1402 Revision 02 (LH) and SB A320-53-1403 Revision 02 (RH), as applicable.

The modification SB: Airbus SB A320-53-1404 (RH) and SB A320-53-1405 (LH), or SB A320-53-1406 (RH) and SB A320-53-1407 (LH), or SB A320-53-1335 (LH) and SB A320-53-1336 (RH), as applicable.

Groups: See Table 1. An aeroplane can belong to two distinct Groups, one for each applicable configuration of the affected part (RH/LH side).

Table 1 - Groups

	MSN LH side configuration/affected part	MSN RH side configuration/affected part
Group 1	not Group 2 to 8 (inclusive)	not Group 2 to 8 (inclusive)
Group 2	post SB A320-53-1405 (LH) and pre SB A320-53-1407 (LH)	post SB A320-53-1404 (RH) and pre SB A320-53-1406(RH)
Group 3	post SB A320-53-1407 (LH)	post SB A320-53-1406 (RH)
Group 4	post SB A320-53-1335 (LH)	post SB A320-53-1336 (RH)
Group 5	full stiffener removal performed in accordance with SB A320-53-1402 (LH) at original issue or Revision 01	full stiffener removal performed in accordance with SB A320-53-1403 (RH) at original issue or Revision 01
Group 6	rework performed in accordance with the instructions of sketch A2 of Airbus repair instructions R531-13452, or first rework performed in accordance with the instructions of SB A320-53-1402 (LH) at original issue or Revision 01	rework performed in accordance with the instructions of sketch A2 of Airbus repair instructions R531-13452, or first rework performed in accordance with the instructions of SB A320-53-1403 (RH) at original issue or Revision 01
Group 7	reworked in accordance with the instructions of sketch B2 or C2 of Airbus repair instructions R531-13452	reworked in accordance with the instructions of sketch B2 or C2 of Airbus repair instructions R531-13452
Group 8	reworked in accordance with the instructions of sketch D1 of Airbus repair instructions R531-13452	reworked in accordance with the instructions of sketch D1 of Airbus repair instructions R531-13452

Reason:

During an inspection in accordance with Airworthiness Limitation Item (ALI) 531133 task, the RH side sliding window frame was found cracked.

This condition, if not detected and corrected, could reduce the structural integrity of the fuselage.

To address this potential unsafe condition, Airbus issued SB A320-53-1402 and SB A320-53-1403 (later revised) to provide special detailed inspection (SDI) instructions, and EASA issued AD 2019-0173 to require repetitive SDI of the affected parts.



Since that AD was issued, further analysis determined that the compliance time for SDI must be reduced, and Airbus issued the inspection SB accordingly.

For the reason described above, this AD retains the requirements of EASA AD 2019-0173, which is superseded, and requires repetitive SDI of the affected parts within reduced compliance times.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within the threshold and, thereafter, at intervals not to exceed the value as defined in Table 2 of this AD, as applicable, accomplish an SDI of each affected part in accordance with the instructions of the inspection SB (see Note 1 of this AD).

Table 2 – SDI Threshold(s) and Interval(s)

Group	Threshold	Interval
1	Before exceeding 19 800 flight cycles (FC) since aeroplane first flight, or Before exceeding 3 300 FC after the last inspection per ALI task 531133-02-1, or Before exceeding 1 100 FC after the last inspection per ALI task 531133-01-1, or Within 24 months after the effective date of this AD, without exceeding 23 100 FC since aeroplane first flight, whichever occurs later	3 300 FC
2	Before exceeding 14 000 FC since SB A320-53-1404 (RH) and/or SB A320-53-1405 (LH) embodiment	2 000 FC
3	Before exceeding 31 400 FC since SB A320-53-1406 (RH) and/or SB A320-53-1407 (LH) embodiment	1 500 FC
4	Before exceeding 48 000 FC since SB A320-53-1335 (LH) and/or SB A320-53-1336 (RH) embodiment	3 300 FC
5	Before exceeding 31 400 FC since full stiffener removal in accordance with SB A320-53-1402 (LH) and/or SB A320-53-1403 (RH)	1 500 FC
6	Before exceeding 14 000 FC since rework	2 000 FC
7	Before exceeding 8 200 FC since rework	1 600 FC
8	Before exceeding 1 500 FC since rework	1 500 FC

Note 1: After accomplishment of the modification SB and/or rework, for next due inspection refer to the Threshold mentioned in Table 2 as applicable to the respective group and side of the MSN.



Corrective Action(s):

- (2) If, during any SDI as required by paragraph (1) of this AD, any crack is identified, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the inspection SB, or contact Airbus for approved instructions and accomplish those instructions accordingly.

Reporting:

- (3) Within 90 days after each SDI as required by paragraph (1) of this AD, report the inspection results (in case of findings only) to Airbus. Using the inspection report in accordance with the instructions of the inspection SB is acceptable to comply with this requirement.

Credit:

- (4) For an aeroplane that has been inspected per ALI task 531133 and repaired, before 01 August 2019 [the effective date of EASA AD 2019-0173], in accordance with Airbus approved instructions, accomplish the next due inspection for each repaired area in accordance with, and within the time period after repair, as specified in Airbus approved instructions, as applicable.
- (5) Inspections and corrective actions, accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of Airbus SB A320-53-1402 original issue or Revision 01, or Airbus SB A320-53-1403 original issue or Revision 01, as applicable, are acceptable to comply with the requirements of this AD for that aeroplane.
- (6) For an aeroplane that, before the effective date of this AD, has been repaired in an affected area using Airbus approved instructions unrelated to the inspection SB, accomplish the next and subsequent inspections of each repaired area in accordance with the instructions of, and within the time period after repair, as specified in Airbus approved instructions, as applicable.

Terminating Action:

- (7) Accomplishment of inspection(s) and corrective actions on an aeroplane, as specified in paragraph (4) or (6) of this AD, as applicable, constitutes terminating action for the repetitive SDI of the repaired area as required by paragraph (1) for that aeroplane unless specified otherwise in the instructions provided by Airbus.
- (8) Accomplishment of Airbus approved corrective action instructions on an aeroplane, as specified in paragraph (2) of this AD, does not constitute terminating action for the repetitive SDI as required by paragraph (1) for that aeroplane, unless specified otherwise in the instructions provided by Airbus.

Ref. Publications:

Airbus SB A320-53-1402 original issue dated 17 May 2018, or Revision 01 dated 12 February 2021, or Revision 02 dated 03 March 2022.

Airbus SB A320-53-1403 original issue dated 17 May 2018, or Revision 01 dated 12 February 2021, or Revision 02 dated 28 February 2022.

Airbus SB A320-53-1404 original issue dated 17 May 2018, or Revision 01 dated 12 February 2021.



Airbus SB A320-53-1405 original issue dated 17 May 2018, or Revision 01 dated 12 February 2021.

Airbus SB A320-53-1406 original issue dated 17 May 2018, or Revision 01 dated 12 February 2021.

Airbus SB A320-53-1407 original issue dated 17 May 2018, or Revision 01 dated 12 February 2021.

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 27 September 2022 as PAD 22-129 for consultation until 25 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.
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.

