



Airworthiness Directive

AD No.: 2018-0137R1

Issued: 09 January 2019

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: Revision 1: 16 January 2019
Original Issue: 12 July 2018

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2018-0137 dated 28 June 2018, which superseded EASA AD 2014-0154 dated 02 July 2014.

ATA 54 – Nacelles / Pylons – Pylon Aft Fixed Fairings – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A318-111, A318-112, A319-111, A319-112, A319-113, A319-114, A319-115, A320-211, A320-212, A320-214, A320-215, A320-216, A321-111, A321-112, A321-211, A321-212, and A321-213 aeroplanes, all manufacturer serial numbers on which Airbus modification (mod) 33844 has been embodied in production.

Reason:

On aeroplanes equipped with post-mod 33844 CFM pylons, several operators reported finding cracks on the Aft Fixed Fairing (AFF). After material analysis, it appeared that the pylon AFF structure, especially on this configuration, was subject to fatigue-induced damage which could lead to pylon AFF cracks.

This condition, if not detected and corrected, could lead to detachment of a pylon AFF from the aeroplane, possibly resulting in injury to persons on the ground.



To address this unsafe condition, Airbus published Alert Operators Transmission (AOT) A54N002-12, providing inspection instructions. Thereafter, Airbus issued Service Bulletin (SB) A320-54-1027, later revised, superseding AOT A54N002-12. EASA issued AD 2014-0154 to require repetitive inspections of the pylon AFF and, depending on findings, replacement.

After that AD was issued, Airbus developed mod 156593 to increase the fatigue life of the pylon AFF structure by using a different material and introducing thermal treatment of the aluminium sheets parts. Prompted by new findings of cracks on rib 15, it was determined that this area also needs to be inspected to ensure the structural integrity of the new pylon AFF. Airbus revised SB A320-54-1027, including instructions for repetitive inspection of that area. Repetitive inspections are also required on post-mod 156593 aeroplanes.

Airbus also developed mod 159806 and 156765, redesigning the corner fittings at the junction upper spar and rib 15, which constitutes terminating action for the repetitive inspections. For retrofit purposes, Airbus issued SB A320-54-1035 and SB A320-54-1036, later revised, providing instructions to modify and re-identify the pylon AFF, which constitutes terminating action for the repetitive inspections.

For the reasons described above, EASA issued AD 2018-0137, retaining the requirements of EASA AD 2014-0154, which was superseded, and requiring repetitive inspections of the upper spar at rib 15 area and, depending on findings, accomplishment of applicable corrective action(s). This AD also included references to optional terminating actions, and provided installation requirements for the new pylon AFF.

Since that AD was issued, comments and requests for clarification have been received from operators. This AD is revised, merging the restatement of requirements of AD 2014-0154 with the new requirements.

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

Required as indicated, unless accomplished previously:

- (1) [MERGED WITH PARAGRAPHS (2) AND (3)]

Repetitive Inspections for pre-mod 156593 aeroplanes:

- (2) Within the compliance time defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 2 500 FC or 3 750 FH, whichever occurs first, inspect each pylon AFF in accordance with the instructions of Airbus SB A320-54-1027 Rev. 04 (see Note 1 of this AD).

Note 1: Non Destructive Test Manual (NTM) 54-51-80 inspections, as referenced by SB A320-54-1027 Rev. 04, must be accomplished, as applicable, in accordance with the instructions of NTM Rev. N°116, dated 01 November 2017, or later.



Table 1 – Initial Pylon AFF Inspection

Compliance Time (whichever occurs later A , B or C)	
A	Before exceeding 5 000 FC or 7 500 FH, whichever occurs first, since aeroplane first flight
B	Before exceeding 2 500 FC or 3 750 FH, whichever occurs first, since the latest inspection per SB A320-54-1027 (at original issue or Rev. 01 or Rev. 02 or Rev. 03) or accomplishment of MPD task ZL 471-01, or AOT A54N002-12, as applicable.
C	Within 750 FC or 1 500 FH, whichever occurs first, after 12 July 2018 [the effective date of the original issue of this AD]

Repetitive Inspections for post-mod 156593 aeroplanes:

- (3) Within the compliance time defined in Table 2 of this AD, as applicable, and, thereafter, at intervals not to exceed 5 000 FC or 7 500 FH, whichever occurs first, inspect each pylon AFF in accordance with the instructions of Airbus SB A320-54-1027 Rev. 04 (see Note 1 of this AD).

Table 2 – Initial Pylon AFF Inspection

Compliance Time (whichever occurs later A or B)	
A	Before exceeding 10 000 FC or 15 000 FH, whichever occurs first, since aeroplane first flight
B	Before exceeding 2 500 FC or 3 750 FH, whichever occurs first, since the latest inspection per SB A320-54-1027 (at original issue or Rev. 01 or Rev. 02 or Rev. 03) or accomplishment of MPD task ZL 471-01 or AOT A54N002-12, as applicable.

Corrective Action(s):

- (4) If during any inspection as required by paragraph (2) or (3) of this AD a crack is found, before next flight accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A320-54-1027 Rev. 04.

Credit:

- (5) Inspections accomplished on an aeroplane before 12 July 2018 [the effective date of the original issue of this AD] in accordance with the instructions of Airbus SB A320-54-1027 at original issue or Rev. 01 or Rev. 02 or Rev. 03, are acceptable to comply with the initial requirements of paragraph (2) of this AD for that aeroplane.
- (6) Corrective actions, accomplished on an aeroplane before 12 July 2018 [the effective date of the original issue of this AD] in accordance with the instructions of Airbus SB A320-54-1027 at original issue or Rev. 01 or Rev. 02 or Rev. 03, are acceptable to comply with the requirements of paragraph (4) of this AD for that aeroplane.



Terminating Action(s):

- (7) Accomplishment of corrective action(s) on an aeroplane as required by paragraph (4) of this AD does not constitute terminating action for the repetitive inspection required by paragraph (2) or (3) of this AD for that aeroplane.
- (8) An aeroplane embodying Airbus mod 159806 in production is not affected by the repetitive inspections required by paragraph (2) or (3) of this AD, as applicable, provided that it is determined that no AFF having a Part Number (P/N) identified as “affected” in Table 3 of this AD, is installed on that aeroplane.
- (9) Modification of an aeroplane in accordance with the instructions of Airbus SB A320-54-1036 (for pre mod 156593) or SB A320-54-1035 (for post mod 156593), as applicable, constitutes terminating action for the repetitive inspections required by paragraph (2) or (3) of this AD, as applicable, for that aeroplane, provided that it is determined that no AFF having a P/N identified as “affected” in Table 3 of this AD is installed on that aeroplane.
- (10) Installation on an aeroplane of a Left Hand / Right Hand AFF having a P/N identified as “new / alternative” in Table 3 of this AD constitutes terminating action for the repetitive inspections required by paragraph (2) or (3) of this AD for that AFF of that aeroplane.

Table 3 – Affected and new / alternative (repaired) AFF (see Note 2 of this AD)

Aeroplane Configuration	Affected P/N	New / alternative P/N
pre-mod 156593	D54510050000YY	D00413079002YY
		D54510050000ZZ
	D54510050001YY	D00413079003YY
		D54510050001ZZ
post-mod 156593	D54510050000XX	D54510050000ZZ
	D54510050001XX	D54510050001ZZ

Note 2: for the purpose of this AD, YY may be any of the following suffixes: 00, BC, BD, BE, BH, BI, BJ, BK, BL, BM, CA, CB, CC, CD, CE, CF. XX can be any of the following suffixes: CG, CH. ZZ can be any of the following suffixes: CI, CJ

Parts Installation:

- (11) Do not install on any aeroplane an AFF having a P/N identified as “affected” in Table 3 of this AD, as required by paragraph (11.1) or (11.2) of this AD, as applicable.
- (11.1) For a Group 1 aeroplane (see Note 3 of this AD): After modification of that aeroplane as specified in paragraph (9) or (10) of this AD, as applicable.
- (11.2) For a Group 2 aeroplane: From 12 July 2018 [the effective date of the original issue of this AD].

Note 3: For the purpose of this AD, Group 1 aeroplanes are those that, on 12 July 2018 [the effective date of the original issue of this AD], have an AFF installed, having a P/N identified as “affected” in Table 3 of this AD. Group 2 aeroplanes are those that, on 12 July 2018 [the effective



date of the original issue of this AD], do not have an AFF installed, having a P/N identified as “affected” in Table 3 of this AD.

(12) Installation on an aeroplane of an AFF having a P/N approved after 12 July 2018 [the effective date of the original issue of this AD] is equal to compliance with the requirements of paragraph (10) of this AD for that aeroplane, provided the conditions as specified in paragraphs (12.1) and (12.2) of this AD are met.

(12.1) The P/N must be approved by EASA, or approved under Airbus Design Organisation Approval (DOA); and

(12.2) The installation must be accomplished in accordance with modification instructions approved by EASA or under Airbus DOA.

Ref. Publications:

Airbus AOT A54N002-12 dated 30 October 2012.

Airbus SB A320-54-1027 original issue dated 10 April 2014, or Rev. 01 dated 14 January 2015, or Rev. 02 dated 12 January 2017, or Rev. 03 dated 22 September 2017, or Rev. 04 dated 04 June 2018.

Airbus SB A320-54-1035 original issue dated 18 September 2017, or Rev. 01 dated 04 June 2018.

Airbus SB A320-54-1036 original issue dated 18 September 2017, or Rev. 01 dated 04 June 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. The original issue of this AD was posted on 26 June 2017 as PAD 17-084 for consultation until 24 July 2017, and republished on 15 January 2018 as PAD 17-084R1 for additional consultation until 12 February 2018. 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](#).



5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51;
E-mail: account.airworth-eas@airbus.com.

