Airworthiness Directive

AD No.: 2020-0218

Issued: 12 October 2020

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 aeroplanes

Effective Date: 26 October 2020

TCDS Number(s): EASA.A.064

Foreign AD: None

Supersedure: Not applicable

ATA 53 – Fuselage – Cabin Swift Broadband Antenna Doubler – Inspection / Replacement

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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 except:

- A319 aeroplanes on which Airbus modification (mod) 38068 was embodied in production;
- A319 aeroplanes on which Airbus mod 160001 was embodied in production or Airbus Service Bulletin (SB) A320-57-1193 (mod 160080) was embodied in service;
- A319 aeroplanes on which Airbus mod 28238, mod 28162 and mod 28342 were embodied in production.

Definitions:

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

Affected fastener hole: Fastener holes for the cabin swift broadband antenna doubler installation, located in section 17 between Frame (FR) 59 and FR61 – upper shell.

The SB: Airbus SB A320-53-1301.

Groups:
Group 1 aeroplanes are those on which Airbus mod 36590 was embodied in production, or Airbus SB A320-53-1211 or SB A320-53-1219 was embodied in service.
Group 2 aeroplanes are those which are not Group 1.

Reason:

In response to US 14 CFR Part 26, Airbus assessed all structural items of the Airbus A320 family deemed potentially susceptible to Widespread Fatigue Damage (WFD). Following this analysis, Airbus determined that the cabin swift broadband antenna doubler installation does not meet the WFD requirements.

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

To address this potential unsafe condition, Airbus issued the SB to provide instructions to accomplish a special detailed inspection (SDI) of the affected fastener holes and to replace the cabin swift broadband antenna doubler with a modified doubler.

The analysis also determined that A318, A319 specific configurations, A320 and A321 aeroplanes are not affected by the requirements of this AD, as the structural modification point and inspection threshold is beyond the Maintenance Program Publication Trigger (MPPT) for these models.

For the reasons described above, this AD requires a one-time SDI of the affected fastener holes, accomplishment of applicable corrective action(s), depending on findings, and replacement of the cabin swift broadband antenna doubler. This AD also prohibits further installations of structural provision for cabin swift broadband antenna in accordance with the instructions of Airbus SB A320-53-1211 or SB A320-53-1219; even if this prohibition has not been anticipated in the proposed AD published for consultation, an additional consultation has not been deemed required considering that no Group 2 aeroplanes are included in the effectivity of those SBs.

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

Required as indicated, unless accomplished previously:

Inspection/Replacement:

(1) For Group 1 aeroplanes: Within the compliance time as specified in Table 1 of this AD, as applicable, remove the cabin swift broadband antenna doubler and accomplish an SDI of each affected fastener hole in accordance with the instructions of the SB.

Table 1: Compliance time (see Note 1 of this AD)

Lower Threshold, not before (flight hours (FH) or flight cycles (FC), whichever occurs first)	**Upper Threshold**, not to exceed (FH or FC, whichever occurs first)
99 200 FH or 49 600 FC	100 800 FH or 50 400 FC

Note 1: The FH and FC specified in Table 1 of this AD are those accumulated since first flight of the aeroplane for aeroplanes on which Airbus mod 36590 has been embodied in production, or since SB A320-53-1211 or SB A320-53-1219 embodiment, as applicable, for aeroplanes on which SB A320-53-1211 or SB A320-53-1219 has been embodied in service.

Corrective Action(s):

(2) If, during the SDI as required by paragraph (1) of this AD, no discrepancies are detected as identified in the SB, before next flight, modify each affected fastener hole and install a new cabin swift broadband antenna doubler in accordance with the instructions of the SB.

(3) If, during SDI as required by paragraph (1) of this AD, any discrepancy is detected as identified in the SB, before next flight, contact Airbus for applicable corrective actions, accomplish those instructions accordingly and install a new cabin swift broadband antenna doubler in accordance with the instructions of the SB.

Part(s) Installation:

(4) For Group 2 aeroplanes: From the effective date of this AD, do not install on any aeroplane a structural provision for cabin swift broadband antenna in accordance with the instructions of Airbus SB A320-53-1211 or SB A320-53-1219.

Ref. Publications:

Airbus SB A320-53-1211 original issue dated 18 July 2007, or Revision 01 dated 28 January 2008.

Airbus SB A320-53-1219 original issue dated 06 April 2009, or Revision 01 dated 16 March 2010, or Revision 02 dated 13 August 2010, or Revision 03 dated 18 July 2011, or Revision 04 dated 31 January 2012, or Revision 05 dated 03 July 2012.

Airbus SB A320-53-1301 original issue dated 01 February 2019.

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 February 2020 as PAD 20-045 for consultation until 26 March 2020. 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 Programming and Continued Airworthiness 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; Fax +33 5 61 93 44 51; E-mail: account.airworth-eas@airbus.com.