



Airworthiness Directive

AD No.: 2020-0222

Issued: 14 October 2020

Note: 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):

A321 aeroplanes

Effective Date: 28 October 2020

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Door Frame Drill Starts – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A321-211, A321-231 and A321-232 aeroplanes, manufacturer serial numbers 06512, 06621, 06866, 06909, 06956, 06973, 07013, 07046, 07079, 07106, 07131, 07157, 07188, 07246, 07281, 07301, 07310, 07327, 07349, 07373 and 07395.

Definitions:

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

Affected part: Left-hand (LH) and right-hand (RH) side door frames (FR), having Part Number (P/N) D531-35046 (at FR16 LH section 11/12), P/N D531-14469 (at FR16 RH section 11/12), P/N D534-80062-296 (at FR66 LH section 18) or P/N D534-80062-297 (at FR66 RH section 18).

The SB: Airbus Service Bulletin (SB) A320-53-1473.

Reason:

It has been determined that, due to erroneous manufacturing processes, unintended drill starts could exist on certain affected parts near or around the latch hook mounting holes.

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



To address this potential unsafe condition, Airbus issued the SB, identifying aeroplanes possibly affected and providing applicable instructions.

For the reason described above, this AD requires a one-time detailed visual inspection (DET) of the affected parts, and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Before exceeding 15 000 flight cycles since aeroplane first flight, accomplish a DET of each affected part in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any damage is found on an affected part, accomplish the applicable corrective actions in accordance with the instructions of, and within the compliance time as specified in the SB.

Reporting:

- (3) Within 90 days after the inspection as required by paragraph (1) of this AD report the results (including no findings) to Airbus. This can be accomplished in accordance with the instructions of the SB.

Ref. Publications:

Airbus SB A320-53-1473 original issue dated 20 December 2019.

The use of later approved revisions of the above-mentioned document 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 28 July 2020 as PAD 20-114 for consultation until 25 August 2020. The Comment Response Documents 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; E-mail: account.airworth-eas@airbus.com.

