Airworthiness Directive

AD No.: 2021-0002

Issued: 06 January 2021

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: 13 January 2021

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 55 – Stabilizers – Rudder – 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, A319-151N, A319-153N, A319-171N, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-252N, A321-253N, A321-271N, A321-272N, A321-251NX, A321-252NX, A321-253NX, A321-271NX and A321-272NX aeroplanes, all manufacturer serial numbers.

Definitions:

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

The AOT: Airbus Alert Operators Transmission (AOT) A55N003-20.

The SB: Airbus Service Bulletin (SB) A320-55-1052 at original issue, Revision 01 and Revision 02 or SB A320-55-1059 at original issue, as applicable.

Affected part: Any rudder, having a Part Number (P/N) as listed in Appendix 1 of this AD, except those which passed (no defects found) a Special Detailed Inspection (SDI) in accordance with the

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instructions of the AOT, or have been repaired in accordance with the instructions for permanent repair of the AOT.

Serviceable part: Any rudder eligible for installation, which is not an affected part.

Groups: Group 1 aeroplanes are those that have an affected part installed. Aeroplanes on which the SB has been embodied are Group 1.
Group 2 aeroplanes are those that do not have an affected part installed. An aeroplane on which Airbus modification 156859 has been embodied in production is Group 2, provided it is determined that no affected part is installed on that aeroplane.

Reason:

Disbonding has been reported following accomplishment of tap tests on affected parts, close to the lightning protection plate on rudder modified as per the SB. Investigation results determined that the instructions provided in the SB may lead to inadequate curing of the affected part after modification.

This condition, if not detected and corrected, could affected the structural integrity of the affected parts.

To address this unsafe condition, Airbus published the AOT to provide inspection and repair instructions.

For the reasons described above, this AD requires a general visual inspection (GVI) and an SDI of affected parts and, depending on findings, accomplishment of a repair. This AD also prohibits modification of any rudder into an affected part and prohibits (re)installation of affected parts.

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

Required as indicated, unless accomplished previously:

Inspection:

(1) For Group 1 aeroplanes: Within 50 flight cycles (FC) or 3 months, whichever occurs first after the effective date of this AD, accomplish a GVI of the affected part in accordance with the instructions of the AOT.

(2) If, during the GVI as required by paragraph (1) of this AD, no defects, as described in the AOT, are identified on an affected part, within 200 FC or 3 months, whichever occurs first after the effective date of this AD, accomplish an SDI of that affected part in accordance with the instructions of section 4.2.3.2 of the AOT.

(3) If, during the GVI as required by paragraph (1) of this AD, any defect, as described in the AOT, is identified on an affected part, before next flight, accomplish an SDI of that affected part in accordance with the instructions of section 4.2.3.2 of the AOT.

(4) As an alternative to the SDI as required by paragraph (2) or (3) of this AD, as applicable, within the compliance time as required by paragraph (2) or (3) of this AD, as applicable, accomplish an SDI of the affected part in accordance with the instructions of section 4.2.4.2 of the AOT.

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(5) If, during the SDI as required by paragraph (4) of this AD, no defects, as described in the AOT, are identified, within 1 200 FC, but not before having accumulated 1 000 FC after accomplishment of that SDI, accomplish a new SDI of that rudder in accordance with the instructions of section 4.2.4.3 of the AOT.

Corrective Action(s):

(6) If, during any SDI as required by paragraph (2), (3), (4) or (5) of this AD, as applicable, any defect is found, accomplish the applicable corrective actions in accordance with the instructions and within the compliance time as identified in the AOT.

Part(s) Installation:

(7) From the effective date of this AD, it is allowed to install on any aeroplane a rudder, provided it is a serviceable part, as defined in this AD.

Rudder Modification Prohibition:

(8) From the effective date of this AD, do not modify any rudder in accordance with the instructions of the SB.

Ref. Publications:

Airbus AOT A55N003-20 original issue dated 15 December 2020.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Airbus SB A320-55-1052 original issue dated 28 July 2017, Revision 01 dated 15 January 2018 or Revision 02 dated 11 July 2019.

Airbus SB A320-55-1059 original issue dated 08 March 2018.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.

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.

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5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – IIAS; E-mail: account.airworth-eas@airbus.com.

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Appendix 1

Table 1 – Affected Parts

Part Number (see Note 1 of this AD)	**Aircraft Type**
D554-71002-002-00	A319, A320, A321
D554-71002-004-00	
D554-71002-006-00	
D554-71004-002-00	
D554-71004-004-00	
D554-71004-006-00	
D554-71004-008-00	
D554-71004-010-00	
D554-71004-012-00	
D554-71004-014-00	
D554-71004-016-00	
D554-71006-100-00	
D554-71006-102-00	
D554-71006-104-00	
D554-71003-002-00	A318
D554-71003-004-00	
D554-71003-006-00	
D554-71003-008-00	
D554-71003-010-00	
D554-71003-012-00	
D554-71003-014-00	
D554-71005-006-00	
D554-71005-008-00	

Note 1: Part Numbers may or may not include dash(es) as listed in Table 1 of this AD.

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