



## Airworthiness Directive

**AD No.:** 2021-0049

**Issued:** 18 February 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:** 04 March 2021

**TCDS Number(s):** EASA.A.064

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2020-0133 dated 10 June 2020.

### ATA 26 – Fire Protection – Operational Limitation

### ATA 52 – Doors – Cargo Door Seals – Cleaning / Greasing / Replacement

#### 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, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-271N, A321-271NX, A321-272N and A321-272NX aeroplanes, all manufacturer serial numbers.

#### Definitions:

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

**Aeroplane date of manufacture:** The date of transfer of title (ownership) at the time of first delivery to an operator, which is referenced in Airbus documentation.

**Affected part:** Forward and aft cargo door seals, having Part Number (P/N) D5237106020000, P/N D5237106020200 or P/N D5237106020400 (for A319, A320 and A321 aeroplanes);



P/N D5237300120000 or P/N D5237300120200 (for A318 aeroplanes); and bulk cargo door seals, having P/N D5237200220000 or P/N D5237200220200.

**The applicable SB:** Airbus Service Bulletin (SB) A320-52-1195 and SB A320-52-1196, as applicable.

**The TA:** Airbus Technical Adaptation (TA) 80774334/003/2020 issue 03.

**Entry into Force of Operational Limitation:** From 9 months after the effective date of this AD, or upon accumulation of 1 600 flight hours by the aeroplane after the effective date of this AD, whichever occurs later.

#### Groups:

Group 1 aeroplanes are those that have an affected part installed.

Group 2 aeroplanes are those that do not have an affected part installed. An aeroplane on which Airbus modification (mod) 165576 has been embodied in production is Group 2, provided that no affected part has been installed on that aeroplane since its date of manufacture.

Group 3 aeroplanes are Group 1 A319 aeroplanes on which Airbus mod 26402, mod 34881 or mod 34882 has been embodied in production, or Airbus SB A320-26-1066 or SB A320-26-1076 at any revision has been embodied in service (see Note 1 of this AD).

Note 1: Requirements of this AD applicable for Group 1 aeroplanes are also applicable for Group 3 aeroplanes.

#### Reason:

During a Halon concentration test, performed in the forward and aft cargo compartments, the outcomes revealed that the halon concentration was lower than expected due to air leakage through cargo door seals.

This condition, if not corrected, could affect the fire extinguishing system efficiency in the cargo compartments, possibly resulting in failure of the system to contain a cargo compartment fire.

To address this potential unsafe condition, Airbus issued TA 80774334/003/2020, providing instructions for, and EASA issued AD 2020-0133 to require repetitive cleaning and greasing of affected parts.

Since that AD was issued, improved cargo door seals have been certified, and Airbus published the applicable SB, providing installation instructions, and Aircraft Maintenance Manual (AMM) tasks providing seal lubrication instructions.

For the reason described above, this AD retains the requirements of EASA AD 2020-0133, which is superseded, and requires replacement of all affected parts with improved cargo door seals. This AD also introduces, for certain A319 aeroplanes having an affected part installed, a limitation to operations over a route having a point with a diversion time of more than 60 minutes, pending replacement of affected parts with the improved cargo door seals.

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

Required as indicated, unless accomplished previously:

**Cleaning and Greasing:**

- (1) For Group 1 aeroplanes (see Note 1 of this AD): Within 6 months after the aeroplane date of manufacture, or within 3 months after 24 June 2020 [the effective date of EASA AD 2020-0133], whichever occurs later, and, thereafter, at intervals not exceeding 6 months, clean and grease each affected part in accordance with the instructions of the TA.
- (2) Cleaning and greasing of each affected part of an aeroplane in accordance with the instructions of AMM Task 12-22-52-640-017-A (forward or aft cargo compartment door) or Task 12-22-52-640-018-A (bulk cargo compartment door), as applicable, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

**Modification:**

- (3) For Group 1 aeroplanes (see Note 1 of this AD): Within 96 months after the effective date of this AD, modify the aeroplane in accordance with the instructions of the applicable SB.

**Operational Limitation:**

- (4) For Group 3 aeroplanes: From the Entry into Force of the Operational Limitation, as defined in this AD, do not operate an aeroplane over a route having a point with a diversion time of more than 60 minutes, unless that aeroplane has been modified in accordance with the instructions of the applicable SB. Amending the Aircraft Flight Manual (AFM) of the aeroplane by inserting a copy of this AD and, thereafter, operating that aeroplane accordingly, is an acceptable method to comply with this requirement for that aeroplane. After modification of an aeroplane as required by paragraph (3) of this AD, this limitation is no longer required and can be removed from the AFM of that aeroplane.

**Credit:**

- (5) Cleaning and greasing of affected parts, accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of Airbus TA 80774334/003/2020 issue 01 are acceptable to comply with the initial requirements of paragraph (1) of this AD for that aeroplane.

**Terminating Action:**

- (6) Modification of an aeroplane as required by paragraph (3) of this AD, or as specified in paragraph (4) of this AD, as applicable, constitutes terminating action for the cleaning and greasing as required by paragraph (1) of this AD for that aeroplane.

**Part(s) Installation:**

- (7) Do not install an affected part, or a door equipped with an affected part, on any aeroplane, as required by paragraph (7.1) or (7.2) of this AD, as applicable.

(7.1) For Group 1 aeroplanes (see Note 1 of this AD): After modification of the aeroplane as required by paragraph (3) of this AD.

(7.2) For Group 2 aeroplanes: From the effective date of this AD.



**Ref. Publications:**

Airbus TA 80774334/003/2020 issue 01 dated 01 April 2020 and issue 03 dated 23 June 2020.

Airbus SB A320-52-1195 original issue dated 12 October 2020.

Airbus SB A320-52-1196 original issue dated 12 October 2020.

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 06 November 2020 as PAD 20-177 for consultation until 04 December 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 Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:account.airworth-eas@airbus.com).