



REPUBLIC OF ALBANIA



ALBANIAN CIVIL AVIATION AUTHORITY

AIRWORTHINESS DIRECTIVE

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ACAA-DFS-AD-No.023

Issue: 01, Revision 00

Date: 08.11.2024

Approved by

Maksim Et'hemaj



Executive Director of Albanian Civil Aviation Authority

**0.1 Record of Amendments**

The table below describes the dates and reason for the different amendments of the current procedure. A vertical black line on the left-hand side of the page identify the changes with the previous version.

Issue No.	Revision No.	Date	Amended by	Reason
01	00	08.11.2024	SAW	Initial Issue

**0.2 Revision table**

Page #	Issue No.	Revision No.	Date	Edited by

## 1. Name of the AD:

EASA AD No. 2024-0199, ATA 44 – Cabin Systems – Antenna Adapter Plate – Inspection

## 2. Full Description of the AD:

This AD was issued to address corrosion and cracks on broadband antenna adapter plates, skirts, vents, and attachment fittings installed on Airbus A319, A320, A321, A330, A350, and A380 aeroplanes. These affected parts are made of material susceptible to corrosion cracking, which could lead to in-flight detachment of radome, antenna, and/or affected parts. This could impact the tail section of the aeroplane, potentially leading to damage and reduced control of the aircraft. The AD requires repetitive general visual inspections (GVI) of the affected parts, and, depending on findings, accomplishment of corrective actions or replacement of parts. The AD supersedes AD 2024-0106 and extends the applicability to include the A321-253NY model and updates the Panasonic Service Bulletin (SB) references. Further actions may follow this interim AD.

## 3. Issued and Effective Dates:

□ Issued: 18 October 2024

□ Effective Date: 01 November 2024

## Revision:

## 4. Full List of Aircraft Affected:

Airbus A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, 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, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-253NY, A321-271N, A321-271NX, A321-272N and A321-272NX aeroplanes; and  
Airbus A330-201, A330-202, A330-203, A330-223, A330-243, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, A330-343, A330-841 and A330-941 aeroplanes; and  
Airbus A350-941 and A350-1041 aeroplanes; and  
Airbus A380-841, A380-842 and A380-861 aeroplanes;  
all manufacturer serial numbers.

**Affected parts:** Broadband antenna adapter plate, skirt, vents and attachment fittings installed, or eligible for installation on an aeroplane, by embodiment of Airbus production modification (MOD) as specified in Appendix 1 of this AD, or in accordance with the instructions of Airbus Service Bulletin (SB) listed in Appendix 1 of this AD.

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

**Panasonic SB:** Panasonic Avionics Corporation (Panasonic) SB RDAA903008-01-44-00, SB RDAA903141-01-44-00, SB RDAA903194-01-44-00, SB RDAA903366-01-44-00, SB RDAA903465-01-44-00 or SB RDAA903528-01-44-00, as applicable.

**The applicable SB:** Airbus SB A320-44-1102, SB A320-44-1103, SB A330-44-3054, SB A350-44-P090 or SB A380-44-8145, as applicable to aeroplane model, and referencing the applicable Panasonic SB.

**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 A321-253NY aeroplane is a Group 2 aeroplane, provided that no affected part has been installed on that aeroplane since aeroplane date of manufacture.

**Reason:**

Corrosion and cracks on the affected parts have been reported after an inspection. Further investigation determined that the affected parts are made of material susceptible to corrosion cracking, and that the recommended maintenance programs do not ensure timely detection of cracks or damages in this area.

This condition, if not detected and corrected, could lead to in-flight detachment of radome, antenna and/or affected parts, which could impact the tail section of the aeroplane, possibly resulting in damage to, and reduced control of, the aeroplane.

To address this potential unsafe condition, Airbus issued the applicable SB, which refer to SB issued by Panasonic (current manufacturer of the affected part), to provide inspection instructions for the affected parts. Consequently, EASA issued AD 2024-0106 to require repetitive general visual inspections (GVI) of the affected parts, and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, a new aeroplane model (A321-253NY) has been certified, on which affected parts are eligible for installation. On the issue date of this AD, no A321-253NY aeroplanes have been delivered yet to operators. Furthermore, new Revisions of the Panasonic SB were issued and certain previously quoted revisions have been removed from the Ref. Publications section, since they were never dispatched to operators.

For the reason described above, this AD supersedes EASA AD 2024-0106, extends the Applicability to the A321-253NY aeroplanes and updates the list of the Panasonic SB in the Ref. Publication section.

For aeroplanes previously affected by EASA AD 2024-0106, this AD retains the requirements of that AD, with no additional actions.

This AD is still considered to be an interim action and further AD action may follow.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

**Inspections:**

- (2) For Group 1 aeroplanes: Within the compliance time as specified in Appendix A of the applicable SB, and, thereafter, at intervals not exceeding 36 months, accomplish a GVI of the affected parts in accordance with the instructions of the Panasonic SB, as referenced in the applicable SB.

Where the applicable SB refers to "years since date of Antenna system embodiment", the years accumulated on 14 June 2024 [the effective date of EASA AD 2024-0106] since the date of first installation of that affected part on that aeroplane must be used instead; if the affected part was installed during aircraft production or, if the date of first installation is unknown, the

aeroplane date of manufacture must be used instead. Where the applicable SB refers to the "SB publication date", 14 June 2024 [the effective date of EASA AD 2024-0106] must be used instead.

**Corrective Action(s):**

- (3) If, during any GVI as required by paragraph (1) of this AD, any crack and/or corrosion are detected on an affected part, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the applicable SB, or contact Airbus for approved repair instructions and accomplish those instructions accordingly, or replace that part with a serviceable part (see paragraph (5) of this AD).

**Terminating Action:**

- (4) None.

**Reporting:**

- (5) Within 30 days after each GVI as required by paragraph (1) of this AD, report the inspection results (including no findings for the first inspection only) to Airbus. Using the inspection report attached to the applicable SB is an acceptable method to comply with this requirement.

**Part(s) Installation:**

- (6) For Group 1 and Group 2 aeroplanes: From 14 June 2024 [the effective date of EASA AD 2024-0106], it is allowed to install an affected part on an aeroplane, provided it is new or that it has accumulated less than 36 months since previous GVI, or that, before next flight after installation, it is inspected and, depending on findings, corrective action are accomplished as

required by paragraphs (1) and (2) of this AD (see Note 1 of this AD).

After installation of affected part on a Group 2 aeroplane, the aeroplane is effectively considered a Group 1 and must be inspected as required by this AD.

Note 1: Removal of an affected part and reinstallation of an affected part on the same aeroplane, accomplished during a single maintenance visit, is not considered as installation as specified in paragraph (5) of this AD.

**Credit:**

- (7) Inspection(s) and corrective action(s), accomplished on an aeroplane, before 14 June 2024 [the effective date of EASA AD 2024-0106], in accordance with the instructions of Airbus SB A380- 44-8145 original issue are acceptable to comply with the initial requirements of paragraph (1) or (2) of this AD, as applicable, for that aeroplane.

**Alternative Method of Compliance:**

- (8) Inspection(s) accomplished on an aeroplane, in accordance with the instructions of the following Maintenance Procedures are acceptable to comply with the requirements of paragraph (1) of this AD, for that aeroplane:

A320: TASK 44-33-21-400-801-A - Installation of the Adapter Plate Kit.

A330: TASK 44-33-21-400-801-A - Installation of the Adapter Plate-Kit.

A350: TASK A350-A-44-33-11-A7001-720A-A - Installation of the Broadband Antenna Adapter-Plate.

A380: TASK 44-33-25-400-801-A - Installation of the Adapter Plate Kit.

**Ref. Publications:**

Airbus SB A320-44-1102 original issue dated 22 December 2023.

Airbus SB A320-44-1103 original issue dated 22 December 2023.

Airbus SB A330-44-3054 original issue dated 22 December 2023, or Revision 01 dated 11 July 2024.

Airbus SB A350-44-P090 original issue dated 22 December 2023.

Airbus SB A380-44-8145 revision 1 dated 22 April 2024.

Panasonic SB RDAA903008-01-44-00 Revision 1 dated 14 December 2023 and Revision 2 dated 23 April 2024.

Panasonic SB RDAA903141-01-44-00 Revision 1 dated 18 December 2023 and Revision 02 dated 23 April 2024.

Panasonic SB RDAA903194-01-44-00 Revision 1 dated 14 December 2023 and Revision 02 dated 03 May 2024.

Panasonic SB RDAA903366-01-44-00 Revision 2 dated 21 December 2023 and Revision 3 dated 03 May 2024.

Panasonic SB RDAA903465-01-44-00 Revision 1 dated 19 December 2023 and Revision 2 dated 23 April 2024.

Panasonic SB RDAA903528-01-44-00 Revision 1 dated 19 December 2023 and Revision 02 dated 22 April 2024.

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

**Appendix 1 – List of MOD/SB Installing Affected Parts**

<b>Production MOD</b>	<b>Program Applicability</b>	<b>Retrofit SB</b>	<b>KIT Part Number</b>	<b>Designation</b>
100549 and any of 113406 or 115826 or 108765	A350	-	RD-AA903366-01 RDAA903366-01*	TOP KIT - Antenna System, PAC GCS, A350 Single Panel antenna (SPA)
100549 and none of 113406 or 115826 or 108765	A350	-	RD-AA903008-01 RDAA903008-01*	TOP KIT - Antenna System, PAC GCS, A350 Dual Panel Antenna (DPA)

73057	A380	A380-44-8112 or A380-44-8113	RD-AA903141-01 RDAA903141-01*	Adapter Plate Installation Kit DPA (A380)
203251 or 204608	A330	A330-44-3025	RD-AA903194-01 RDAA903194-01*	Adapter Plate Installation Kit DPA (A330)
207191	A330	-	RD-AA903528-01 RDAA903528-01*	Adapter Plate Installation Kit SPA (A330)
158784 or 160690	A320	-	RD-AA903465-01 RDAA903465-01*	Adapter Plate Installation Kit SPA (A320 family)

\* PN as mentioned in Reference Publication Airbus' SBs

For full compliance please refer to:

<https://ad.easa.europa.eu/ad/2024-0199>