REPUBLIC OF ALBANIA

ALBANIAN CIVIL AVIATION AUTHORITY

AIRWORTHINESS DIRECTIVE

ACAA-DFS-AD-No.043

Issue: 01, Revision 00

Date: 10.10.2025

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	10.10.2025	SAW	Initial Issue

0.2 Revision table

Page #.	Issue No.	Revision No.	Date	Edited by

1. Name of the AD:

ATA 44 – Cabin Systems – Antenna Adapter Plate – Inspection

2. Issued and Effective Dates:

- Issued: 26 May 2025
- Effective Date: 09 June 2025

Revision:

Superdesure:

ACAA-DFS-AD-No. 023

3. 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, A321-271NY, 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.

4. Definitions:

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

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 RDAA903465-0144-00 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.

5. 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).

After that AD was issued, a new aeroplane model (A321-253NY) has been certified, on which affected parts are eligible for installation. 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. Consequently, ACAA issued AD ACAA-DFS-AD-No. 023 (*EASA AD 2024-0199*), which superseded ACAA-DFS-AD-No. 014 (*EASA AD 2024-0106*), extended the Applicability to the A321-253NY aeroplanes and updated the list of the Panasonic SB in the Ref. Publication section.

Since that AD was issued, a new aeroplane model (A321-271NY) has been certified, on which the affected parts are eligible for installation.

For the reason described above, this AD supersedes ACAA-DFS-AD-No. 023 (*EASA AD 2024-0199*) and extends the Applicability to A321-271NY aeroplanes.

For aeroplanes previously affected by ACAA-DFS-AD-No. 023 (*EASA AD 2024-0199*), 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.

6. 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:

(1) 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 ACAA-DFS-AD-No. 014 (*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 ACAA-DFS-AD-No. 014 (*EASA AD 2024-0106*)] must be used instead.

Corrective Action(s):

(2) 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:

(3) None.

Reporting:

(4) 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:

(5) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, 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, the corrective action(s) 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 by paragraph (5) of this AD.

Credit:

(6) Inspection(s) and corrective action(s), accomplished on an aeroplane, before 14 June 2024 [the effective date of ACAA-DFS-AD-No. 014 (*EASA AD 2024-0106*)], in accordance with the instructions of Airbus SB A38044-8145 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:

(7) 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.

7. Ref. Publications:

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

Airbus SB A320-44-1103 original issue dated 22 December 2023 or Revision 01 dated 29 April 2025.

Airbus SB A330-44-3054 original issue dated 22 December 2023, Revision 01 dated 11 July 2024 or Revision 02 dated 26 March 2025.

Airbus SB A350-44-P090 original issue dated 22 December 2023 or Revision 01 dated 31 March 2025.

Airbus SB A380-44-8145 Revision 1 dated 22 April 2024, Revision 01 dated 22 April 2024 or Revision 02 dated 15 April 2025.

Panasonic SB RDAA903008-01-44-00 Revision 1 dated 14 December 2023, Revision 2 dated 23 April 2024 or Revision 3 dated 07 April 2025.

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

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

Panasonic SB RDAA903366-01-44-00 Revision 2 dated 21 December 2023, Revision 3 dated 03 May 2024 or Revision 04 dated 20 March 2025.

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

Panasonic SB RDAA903528-01-44-00 Revision 1 dated 19 December 2023 or 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.

8. 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. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 23 June 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a 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.
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, as specified below:

   For A320 family program: Airworthiness Office,
   E-mail: account.airworth-eas@airbus.com .

   For A330 family program: Airworthiness Office,
   E-mail: airworthiness.A330-A340@airbus.com .

   For A350 family program: Airworthiness Office,
   E-mail: continued-airworthiness.a350@airbus.com .

   For A380 family program: Airworthiness Office,
   E-mail: account.airworth-A380@airbus.com .
   For full compliance please refer to:

https://ad.easa.europa.eu/ad/2025-0120