


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	<p>PAD No.: 14-100</p> <p>Date: 17 June 2014</p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>		
Design Approval Holder's Name:		Type/Model designation(s):
AIRBUS		A320 aeroplanes
TCDS Number:	EASA.A.064	
Foreign AD:	Not Applicable	
Supersedure:	This AD supersedes DGAC France AD 2001-249 (B) dated 27 June 2001.	
ATA 57	Wings – Inner Rear Spar – Modification	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	Airbus A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232 and A320-233 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 24591 has been embodied in production.	
Reason:	<p>During centre fuselage certification full scale fatigue test, cracks were found on the inner rear spar at holes position 52 on the right hand wing due to fatigue aspect.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.</p> <p>To prevent such cracks, Airbus developed modifications, which were introduced in production and in service through several Airbus Service Bulletins (SB).</p> <p>DGAC France issued AD 1999-264-135, which was subsequently superseded by AD 2001-249, to require modification of the rear spar on some aeroplanes, post-modification repetitive inspections and, depending on findings, accomplishment of a repair. DGAC France AD 2001-249 also specified that modification in accordance with Airbus SB A320-57-1089 (in-service equivalent to Airbus mod 24591) constituted (optional) terminating action for the repetitive inspections.</p> <p>Since that AD was issued, in the framework of the A320 Extended Service Goal (ESG), it has been determined that Airbus mod 24591 is necessary to allow aeroplanes to operate up to the new ESG limit.</p>	

	For the reasons described above, this AD retains the requirements of DGAC France AD 2001-249, which is superseded, and requires modification of all pre-mod 24591 aeroplanes.								
Effective Date:	[TBD: 14 days after final AD issue date]								
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Re-statement of the requirements of DGAC France AD 2001-249:</p> <p>(1) For aeroplanes with MSN 0003 to 0021 inclusive: Before exceeding 12 000 flight cycles (FC) since aeroplane first flight, modify the rear spar in accordance with the instructions of Airbus SB A320-57-1004.</p> <p>(2) For aeroplanes with MSN 0002 to 0051 inclusive: Before exceeding 12 000 FC since aeroplane first flight, modify the wing rear spar pintle and retraction jack fittings in accordance with the instructions of Airbus SB A320-57-1060.</p> <p>(3) For aeroplanes modified in service in accordance with Airbus SB A320-57-1004 and SB A320-57-1060, except aeroplanes which have embodied Airbus mod 20740, mod 20741 (included in mod 21999) and mod 20796 in production: Within 12 000 FC or 22 400 flight hours (FH), whichever occurs first after embodiment of Airbus SB A320-57-1004 and SB A320-57-1060, and, thereafter, at intervals not to exceed 3 600 FC or 6 700 FH, whichever occurs first, accomplish an inspection in accordance with the instructions of Airbus SB A320-57-1088.</p> <p>(4) For aeroplanes which have embodied Airbus mod 20740 in production and Airbus SB A320-57-1060 in service, and aeroplanes which have embodied Airbus mod 20740, mod 20741 (included in mod 21999) and mod 20796 in production:</p> <p>(4.1) Within the compliance time as specified in Table 1 of this AD, as applicable, inspect the wing rear spar in accordance with the instructions of Airbus SB A320-57-1088 Part A.</p> <p>Table 1 – Inspection Threshold SB A320-57-1088 Part A</p> <table border="1"> <thead> <tr> <th colspan="2">Compliance Time (whichever occurs later, A, B or C)</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>Before exceeding 17 300 FC or 32 300 FH, whichever occurs first since aeroplane first flight</td> </tr> <tr> <td>B</td> <td>Within 3 000 FH after 27 June 2001 [the effective date of DGAC France AD 2001-249], without exceeding 17 300 FC since aeroplane first flight</td> </tr> <tr> <td>C</td> <td>Within 9 000 FH after 27 June 2001 [the effective date of DGAC France AD 2001-249], without exceeding 15 500 FC or 41 700 FH, whichever occurs first since aeroplane first flight</td> </tr> </tbody> </table> <p>(4.2) Before exceeding 20 000 FC or 37 300 FH, whichever occurs first since aeroplane first flight, inspect the wing rear spar in accordance with the instructions of Airbus SB A320-57-1088, Part B.</p> <p>(4.3) Within 3 600 FC or 6 700 FH, whichever occurs first after the initial inspection as required by paragraph (4.1) or (4.2) of this AD, as applicable, and, thereafter, at intervals not to exceed 3 600 FC or 6 700 FH, whichever occurs first, repeat the inspections of the wing rear spar in accordance with the</p>	Compliance Time (whichever occurs later, A, B or C)		A	Before exceeding 17 300 FC or 32 300 FH, whichever occurs first since aeroplane first flight	B	Within 3 000 FH after 27 June 2001 [the effective date of DGAC France AD 2001-249], without exceeding 17 300 FC since aeroplane first flight	C	Within 9 000 FH after 27 June 2001 [the effective date of DGAC France AD 2001-249], without exceeding 15 500 FC or 41 700 FH, whichever occurs first since aeroplane first flight
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	<p>instructions of Airbus SB A320-57-1088, Part A and Part B.</p> <p>(5) If, during any inspection as required by paragraph (3) of (4) of this AD, cracks are found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.</p> <p>(6) Accomplishment of a repair on an aeroplane, as required by paragraph (5) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (3) or (4) of this AD, as applicable, for that aeroplane.</p> <p>(7) Modification of an aeroplane in accordance with the instructions of Airbus SB A320-57-1089 (any revision) constitutes terminating action for the repetitive inspections as required by paragraph (3) or (4) of this AD, as applicable, for that aeroplane.</p> <p>New requirements of this AD:</p> <p>(8) Before exceeding 48 000 FC or 96 000 FH, whichever occurs first since aeroplane first flight, modify the aeroplane in accordance with the instructions of Airbus SB A320-57-1089.</p>
Ref. Publications:	<p>Airbus SB A320-57-1004 original issue dated 9 July 1991, or Revision 01 dated 24 September 1992, or Revision 02 dated 14 June 1993.</p> <p>Airbus SB A320-57-1060 original issue dated 8 December 1992, or Revision 01 dated 14 June 1993.</p> <p>Airbus SB A320-57-1088 original issue dated 30 September 1996, or Revision 01 dated 17 September 1997, or Revision 02 dated 29 July 1999, or Revision 03 dated 09 February 2001, or Revision 04 dated 06 August 2001.</p> <p>Airbus SB A320-57-1089 original issue dated 22 December 1996, or Revision 01 dated 17 April 1997, or Revision 02 dated 06 November 1998, or Revision 03 dated 09 February 2001.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 15 July 2014. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51; E-mail: account.airworth-eas@airbus.com.