

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	<p>PAD No.: 12-039</p> <p>Date: 30 April 2012</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>		
Type Approval Holder's Name :		Type/Model designation(s) :
AIRBUS		A318, A319, A320 and A321 aeroplanes
TCDS Number:	EASA.A.064	
Foreign AD:	Not applicable	
Supersedure:	This AD supersedes EASA AD 2007-0161 dated 11 June 2007.	
ATA 53	Fuselage – Centre Fuselage / Main Landing Gear (MLG) Door Keel Beam Hinge and Actuator Fittings – 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, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers.	
Reason:	<p>Several cases of cracks have reportedly been found on the MLG door hinge fitting and on the MLG door actuator fitting on the keel beam.</p> <p>This condition, if not detected and corrected, could lead to in-flight detachment of a MLG door, possibly resulting in injury to persons on the ground and/or damage to the aeroplane.</p> <p>To address this potential unsafe condition, EASA issued EASA AD 2007-0161, to require a one-time inspection of the affected fittings and accomplishment of the applicable corrective actions.</p> <p>Since that AD was issued, some cracks have been found on fittings that had successfully passed the one-time inspection as required by EASA AD 2007-0161. Analyses of these cracks have lead Airbus to reconsider the repetitive inspections of the MLG door hinge and actuator fittings on the keel beam, in accordance with the ALI task 533154-02-1 requirement as defined in Airbus A318/A319/A320/A321 Airworthiness Limitation Items (ALI) Document, by introducing more restrictive inspection thresholds and intervals.</p> <p>For the reasons stated above, this AD, which supersedes EASA AD 2007-0161 and the ALI task 533154-02-1 requirements, expands the AD</p>	

	applicability to all A318/A319/A320/A321 aeroplanes and requires repetitive inspections of the MLG door hinge and actuator fittings on the keel beam at a new threshold and interval and, depending on findings, the accomplishment of applicable corrective actions.												
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>(1) Initially, within the compliance time indicated in Table 1 of this AD, and thereafter at intervals not to exceed 2 250 flight cycles (FC), accomplish Detailed Visual, High Frequency Eddy Current (HFEC) and Ultrasonic inspections of the left-hand (LH) and right-hand (RH) MLG door actuator fittings on the keel beam, in accordance with the instructions of Airbus Service Bulletin (SB) A320-53-1195 Revision 03.</p> <p>Table 1 – Compliance Time - A or B, whichever occurs later</p> <table border="1" data-bbox="585 680 1366 965"> <thead> <tr> <th colspan="2" data-bbox="585 680 1366 734">Airbus SB A320-53-1195 Revision 03</th> </tr> </thead> <tbody> <tr> <td data-bbox="585 734 667 909">A</td> <td data-bbox="667 734 1366 909">Before the accumulation of 3 000 FC since the aeroplane first flight, or within 2 250 FC after the last inspection in accordance with the instructions of Airbus SB A320-53-1195 (at any revision), or ALI task 533154-02-1, as applicable.</td> </tr> <tr> <td data-bbox="585 909 667 965">B</td> <td data-bbox="667 909 1366 965">Within 1 500 FC after the effective date of this AD.</td> </tr> </tbody> </table> <p>(2) Initially, within the compliance time indicated in Table 2 of this AD, and thereafter at intervals not to exceed 3 000 FC, accomplish Detailed Visual and HFEC inspections of the LH and RH MLG door hinge fittings on the keel beam, in accordance with the instructions of Airbus SB A320-53-1196 Revision 02.</p> <p>Table 2 – Compliance Time - A or B, whichever occurs later</p> <table border="1" data-bbox="585 1240 1366 1525"> <thead> <tr> <th colspan="2" data-bbox="585 1240 1366 1294">Airbus SB A320-53-1196 Revision 02</th> </tr> </thead> <tbody> <tr> <td data-bbox="585 1294 667 1469">A</td> <td data-bbox="667 1294 1366 1469">Before the accumulation of 3 000 FC since the aeroplane first flight, or within 3 000 FC after the last inspection in accordance with the instructions of Airbus SB A320-53-1196 (at any revision), or ALI task 533154-02-1 as applicable.</td> </tr> <tr> <td data-bbox="585 1469 667 1525">B</td> <td data-bbox="667 1469 1366 1525">Within 1 500 FC after the effective date of this AD</td> </tr> </tbody> </table> <p>(3) If, during any inspection as required by paragraph (1) or (2) of this AD, any discrepancy (as defined in Airbus SB A320-53-1195 Revision 03 or Airbus SB A320-53-1196 Revision 02, as applicable) is found, before next flight, depending on findings, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A320-53-1195 Revision 03, or Airbus SB A320-53-1196 Revision 02, as applicable.</p> <p>(4) The accomplishment of a corrective action on an aeroplane, as required by paragraph (3) of this AD, does not constitute terminating action for the repetitive inspection requirements of this AD for that aeroplane.</p> <p>(5) For aeroplanes for which a Repair Approval Sheet (RAS) has been issued by Airbus to cover findings from an inspection performed before the effective date of this AD in accordance with the instructions of Airbus SB A320-53-1195 or Airbus SB A320-53-1196 or ALI task 533154-02-1 requirements, the RAS instructions must be accomplished. Thereafter, the repetitive inspection requirements of paragraph (1) and (2) of this AD are</p>	Airbus SB A320-53-1195 Revision 03		A	Before the accumulation of 3 000 FC since the aeroplane first flight, or within 2 250 FC after the last inspection in accordance with the instructions of Airbus SB A320-53-1195 (at any revision), or ALI task 533154-02-1, as applicable.	B	Within 1 500 FC after the effective date of this AD.	Airbus SB A320-53-1196 Revision 02		A	Before the accumulation of 3 000 FC since the aeroplane first flight, or within 3 000 FC after the last inspection in accordance with the instructions of Airbus SB A320-53-1196 (at any revision), or ALI task 533154-02-1 as applicable.	B	Within 1 500 FC after the effective date of this AD
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	<p>applicable.</p> <p>(6) From the effective date of this AD, complying with the requirements of this AD cancels the ALI task 533154-02-1 requirements.</p>
Ref. Publications:	<p>Airbus SB A320-53-1195 Revision 03, dated 08 November 2011.</p> <p>Airbus SB A320-53-1196 Revision 02, dated 08 November 2011.</p> <p>Airbus A318/A319/A320/A321 ALI document reference AI/SE-M4/95A.0252/96 issue 11, approved by EASA on 09 November 2010.</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 28 May 2012. 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.