



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 14-144R2**

**Issued: 22 June 2017**

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

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 date indicated.

**Design Approval Holder's Name:**

AIRBUS

**Type/Model designation(s):**

A319 and A320 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

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

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes DGAC France AD 2002-259(B) dated 15 May 2002.

## ATA 53 – Fuselage – Overwing Emergency Exit Cut-Outs in Section 15 – Modification

**Manufacturer(s):**

Airbus (formerly Airbus Industrie)

**Applicability:**

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 and A320-233 aeroplanes, all manufacturer serial numbers (MSN).

**Reason:**

During full scale tests to support the A320 structure Extended Service Goal (ESG) exercise, several cracks were found on overwing emergency exit door cut-outs, both sides, at fuselage section 15.

This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.

Prompted by these findings, Airbus published Service Bulletin (SB) A320-53-1274 to provide instructions for retrofit modification with reinforcements, thereby preventing crack initiation in the affected areas and allowing a modified aeroplane to operate up to the new ESG limit.



EASA published PAD 14-144, proposing to require this preventive modification. The PAD was revised when it was found that, for the same area affected by the reinforcements specified in SB A320-53-1274, DGAC France had previously issued AD 2002-259, which required, for certain A320 aeroplanes, repetitive inspections and corrective actions in accordance with SB A320-53-1032. That AD also specified that Airbus SB A320-53-1031 provides (optional) terminating actions for these repetitive inspections. Depending on accomplishment of corrective and / or terminating actions, accomplishment of SB A320-53-1274 may be affected.

PAD 14-144R2 is issued to include references to the latest revisions of the affected Airbus SBs, providing additional instructions to accomplish the inspection and modification.

For the reason described above, this AD retains the requirements of DGAC France AD 2002-259, which is superseded, and requires inspections and modification of the affected overwing emergency exit door cut-outs.

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

Required as indicated, unless accomplished previously:

##### **Repetitive Inspections:**

- (1) For A320-211, A320-212 and A320-231 aeroplanes, all MSN up to 0178 inclusive, except aeroplanes on which Airbus mod 21346 was embodied in production, or Airbus SB A320-53-1031 was embodied in service: Before exceeding 24 800 flight cycles (FC) since aeroplane first flight, or within 3 500 FC after 25 May 2002 [the effective date of DGAC France AD 2002-259] whichever occurs later, without exceeding 30 000 FC since aeroplane first flight, and, thereafter, at intervals not exceeding the values as specified in Airbus SB A320-53-1032 Revision (Rev.) 02, accomplish a detailed visual inspection (DVI) around the fastener holes in accordance with the instructions of Airbus SB A320-53-1032 Rev. 02.

##### **Corrective Action:**

- (2) If, during any DVI as required by paragraph (1) of this AD, discrepancies are detected, before next flight, accomplish a repair in accordance with the instructions of Airbus SB A320-53-1032 Rev. 02.

##### **Terminating Action:**

- (3) Repair of an aeroplane as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.
- (4) Modification (cold expansion of fastener holes) of an aeroplane in accordance with the instructions of Airbus SB A320-53-1031 constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.

##### **One-time Inspection:**

- (5) Before exceeding 48 000 FC since aeroplane first flight, but not before 40 000 FC since aeroplane first flight, inspect the emergency exit door structure in accordance with the instructions of Airbus SB A320-53-1277 Rev. 01.



**Corrective Action(s):**

- (6) If, during the inspection as required by paragraph (5) of this AD, no crack is found, or cracks are found that are within the limits as specified in Airbus SB A320-53-1277 Rev. 01, before next flight, repair the cracks in accordance with the instructions of SB A320-53-1277 Rev. 01, as applicable, and modify the emergency exit door hatches in accordance with the instructions of Airbus SB A320-53-1274.
- (7) If, during the inspection as required by paragraph (5) of this AD, any crack is found that exceeds the limits as specified in Airbus SB A320-53-1277 Rev. 01, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly, and modify the emergency exit door hatches in accordance with the instructions of Airbus SB A320-53-1274.
- (8) If, depending on previous modification and/or repair accomplished on an aeroplane, the modification required by paragraph (6) or (7) of this AD, as applicable, cannot be accomplished, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.
- (9) For an aeroplane that, before the effective date of this AD, has been inspected and/or repaired, as applicable, in accordance with the instructions of Airbus SB A320-53-1277 original issue, and that has not been modified in accordance with the instructions of Airbus SB A320-53-1274, before exceeding 54 000 FC since aeroplane first flight or within 6 000 FC after the inspection, whichever occurs first, accomplish an inspection in accordance with paragraph (5) of this AD and, depending on findings, corrective actions as defined in paragraphs (6), (7) and (8) of this AD, as applicable.
- (10) From the effective date of this AD, do not modify an aeroplane in accordance with the instructions of Airbus SB A320-53-1274, unless the inspection as required by paragraph (5) of this AD and subsequent repair as required by paragraph (6), (7) or (8) of this AD, as applicable, have been accomplished on that aeroplane.
- (11) For an aeroplane that, before the effective date of this AD, has been modified in accordance with the instructions of Airbus SB A320-53-1274, and that has not been concurrently inspected in accordance with the instructions of Airbus SB A320-53-1277 at Rev. 01 or higher, before exceeding 54 000 FC since aeroplane first flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

**Ref. Publications:**

Airbus SB A320-53-1274 original issue dated 15 July 2014, or Rev. 01 dated 18 June 2015, or Rev. 02 dated 16 September 2016.

Airbus SB A320-53-1277 original issue dated 29 January 2013, or Rev. 01 dated 03 November 2016.

Airbus SB A320-53-1031 original issue dated 09 December 1994, or Rev. 01 dated 14 November 1997, or Rev. 02 dated 05 December 2001.

Airbus SB A320-53-1032 original issue dated 09 December 1994, or Rev. 01 dated 15 January 1998, or Rev. 02 dated 05 December 2001.



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

**Remarks:**

1. This Proposed AD will be closed for consultation on 20 July 2017.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:account.airworth-eas@airbus.com).

