

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 15-038 Date: 10 April 2015 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.
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.	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A320 aeroplanes
TCDS Number: EASA.A.064	
Foreign AD: Not applicable	
Supersedure: This AD supersedes DGAC France AD 96-298-093(B)R2 dated 03 June 1998.	
ATA 53	Fuselage – Rear Fuselage Frame 68 – Inspection / Repair
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A320-211, A320-212 and A320-231 aeroplanes, manufacturer serial numbers 0001 to 0123 inclusive, except those that have embodied Airbus modification (mod) 21780 and mod 27781 in production.
Reason:	During a fatigue test campaign, four cracks were identified in the fastener holes of the former junction at frame (FR) 68 between stringers 4 and 5. This condition, if not detected and corrected, could lead to crack propagation, possibly resulting in reduced structural integrity of the fuselage. To address this unsafe condition, DGAC France issued AD 96-298-093 (later revised) to require repetitive inspections and, depending on findings, the accomplishment of an applicable repair solution. That AD also provided modification of FR 68 in accordance with Airbus Service Bulletin (SB) A320-53-1090 as optional terminating action. Following new analyses, the thresholds and inspection intervals have been reviewed and adjusted. For the reason described above, this AD retains the requirements of DGAC France AD 98-298-093 (B) R2, which is superseded, and requires those actions within the new thresholds and intervals.
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within the compliance time as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 3 800 flight cycles (FC) or 7 600 flight hours (FH), whichever occurs first, accomplish a Special Detail Inspection (SDI) of the attachment holes and the adjacent tooling hole, in accordance with the instructions of Airbus SB A320-53-1089 Revision 03. Table 1 – Inspection Threshold <table border="1" data-bbox="571 479 1386 801"> <thead> <tr> <th colspan="2">Compliance Time (A, B or C, whichever occurs later) (FC or FH, whichever occurs first)</th></tr> </thead> <tbody> <tr> <td>A</td><td>28 700 FC or 57 400 FH since aeroplane first flight</td></tr> <tr> <td>B</td><td>3 800 FC or 7 600 FH since last inspection per Airbus SB A320-53-1089 (any revision)</td></tr> <tr> <td>C</td><td>3 800 FC or 7 600 FH after the effective date of this AD, without exceeding 20 000 FC since the last inspection per Airbus SB A320-53-1089 (any revision)</td></tr> </tbody> </table> (2) If, during any SDI as required by paragraph (1) of this AD, any crack is found, before next flight, accomplish the repair solution in accordance with the instructions of Airbus SB A320-53-1089 Revision 03. Repair of an aeroplane in accordance with the instructions of Airbus SB A320-53-1089 Revision 03 constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane. (3) Modification of an aeroplane in accordance with the instructions of Airbus SB A320-53-1090 Revision 02 constitutes (optional) terminating action for the repetitive inspections as required by paragraph (1) of this AD, provided that the modification is accomplished before next flight after a SDI, as required by paragraph (1) of this AD, where no cracks were found. (4) Modification (repair) of an aeroplane before the effective date of this AD in accordance with the instructions of Airbus SB A320-53-1089 Revision 01, or Revision 02, or in accordance with the instructions of Airbus SB A320-53-1090 (at any revision), constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.	Compliance Time (A, B or C, whichever occurs later) (FC or FH, whichever occurs first)		A	28 700 FC or 57 400 FH since aeroplane first flight	B	3 800 FC or 7 600 FH since last inspection per Airbus SB A320-53-1089 (any revision)	C	3 800 FC or 7 600 FH after the effective date of this AD, without exceeding 20 000 FC since the last inspection per Airbus SB A320-53-1089 (any revision)
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Ref. Publications:	Airbus SB A320-53-1089 Revision 01 dated 04 June 1998, or Revision 02 dated 03 February 2003, or Revision 03 dated 18 March 2015. Airbus SB A320-53-1090 original issue dated 22 November 1995, or Revision 01 dated 10 June 1998, or Revision 02 dated 22 December 1998. 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 08 May 2015. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification 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.								