


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 15-051</p> <p>Date: 28 April 2015</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>	
<p>Design Approval Holder's Name:</p> <p>AIRBUS</p>	<p>Type/Model designation(s):</p> <p>A318, A319, A320 and A321 aeroplanes</p>
<p>TCDS Number: EASA A.064</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: This AD supersedes DGAC France AD 2000-531-155(B) dated 06 January 2001.</p>	
ATA 53	Fuselage – Pressure Panel Longitudinal Beams – Inspection / Repair / Modification
<p>Manufacturer(s): Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>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 (MSN), except those having embodied modification (mod) 151574 in production.</p>
<p>Reason:</p>	<p>During fatigue tests, cracks were found around the fasteners connecting the pressure panel with the flexible bracket at fuselage frame (FR) 36, adjacent to the longitudinal beams on left-hand (LH) and right-hand (RH) sides.</p> <p>This condition, if not detected and corrected, could impair the structural integrity of the aeroplane.</p> <p>To address this unsafe condition, DGAC France issued AD 2000-531-155(B) to require repetitive inspections of the longitudinal beams of the FR36 pressure panel and, depending on findings, the accomplishment of an applicable repair.</p> <p>Since that AD was issued, additional cracks have been found under the beams, but in locations not covered by the required inspections. Fatigue and damage tolerance analyses were performed, the results of which indicated that all the holes in the pressure panel above all the longitudinal beams have to be cold worked.</p> <p>For the reasons described above, this AD retains the requirements of DGAC France AD 2000-531-155(B), which is superseded, extends the applicability to all A320 family aeroplanes and requires modification of all the affected holes.</p>

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>Restatement of the requirements of DGAC France AD 2000-531-155(B):</p> <p>Note: The actions specified in paragraphs (1), (2) and (3) of this AD are applicable only to aeroplanes from MSN from 002 to 107 inclusive, except those on which Airbus mod 21202 has been embodied in production, or on which Airbus Service Bulletin (SB) A320-53-1029 original issue or Revision 01 has been embodied in service.</p> <p>(1) Initially, before accumulating 30 000 flight cycles (FC) since aeroplane first flight, and, thereafter, at intervals not to exceed the value as specified in Table 1 of this AD, as applicable to aeroplane configuration, accomplish a visual inspection or a special detailed inspection (SDI), as applicable, around the fasteners which connect the pressure panel with the flexible bracket and the longitudinal beam at FR36 in accordance with the instructions of Airbus SB A320-53-1030 Revision 01.</p> <p style="text-align: center;">Table 1 – Inspection Intervals</p> <table border="1"> <thead> <tr> <th>Aeroplane Configuration</th><th>Inspection Interval</th></tr> </thead> <tbody> <tr> <td>not equipped with center tank</td><td>6 000 FC</td></tr> <tr> <td>equipped with center tank</td><td>18 000 FC</td></tr> </tbody> </table> <p>(2) If, during any inspection as required by paragraph (1) of this AD, cracks are detected, accomplish the corrective actions (repair) within the applicable compliance time, depending on crack length, as defined in, and in accordance with the instructions of, Airbus SB A320-53-1030 Revision 01.</p> <p>(3) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A320-53-1030 at original issue, are acceptable to comply with the initial requirements of paragraph (1) and (2) of this AD. After the effective date of this AD, repetitive inspections and applicable corrective actions must be accomplished in accordance with the instructions of Airbus SB A320-53-1030 at Revision 01.</p> <p>New requirements of this AD:</p> <p>(4) Within the thresholds indicated in Appendix 1 of this AD, as applicable, accomplish an SDI of the pressure panel above the LH and RH longitudinal beams in accordance with the instructions of Airbus SB A320-53-1264.</p> <p>(5) If, during the SDI as required by paragraph (4) of this AD, no damage is found, or any cracks are found within the limits as defined in Airbus SB A320-53-1264, before next flight, modify the pressure panel above the LH and RH longitudinal beams in accordance with the instructions of Airbus SB A320-53-1240 or SB A320-53-1263, as applicable.</p> <p>(6) If, during the SDI as required by paragraph (4) of this AD, any crack is found outside the limits defined in Airbus SB A320-53-1264, before next flight, contact Airbus for approved repair instructions and, within the compliance time as specified in those instructions, accomplish the repair accordingly. If no compliance time is defined in the repair instructions, accomplish the repair before next flight.</p> <p>(7) Modification of an aeroplane as required by paragraph (5) of this AD constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.</p> <p>(8) Modification of an aeroplane as required by paragraph (6) of this AD constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane, unless specified otherwise in the repair instructions provided by Airbus.</p>	Aeroplane Configuration	Inspection Interval	not equipped with center tank	6 000 FC	equipped with center tank	18 000 FC
Aeroplane Configuration	Inspection Interval						
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Ref. Publications:	<p>Airbus SB A320-53-1029 Revision 01 dated 14 April 1992.</p> <p>Airbus SB A320-53-1030 Revision 01 dated 21 May 2002.</p> <p>Airbus SB A320-53-1240 original issue dated 19 March 2015.</p> <p>Airbus SB A320-53-1263 original issue dated 19 March 2015.</p> <p>Airbus SB A320-53-1264 original issue dated 19 March 2015.</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 26 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.

Appendix 1 - Pressure Panel Inspection / Modification Threshold

Affected aeroplanes	Time accumulated by the aeroplane on the effective date of this AD (FC or flight hours (FH), whichever occurs first since aeroplane first flight)	Compliance time (FC or FH, whichever occurs first)
All, except A318 Elite and A319CJ	Less than 12 000 FC or 24 000 FH	A: Before accumulating 12 000 FC or 24 000 FH since aeroplane first flight, or B: Within 5 000 FC or 10 000 FH after the effective date of this AD. whichever occurs later, A or B .
	12 000 FC or 24 000 FH or more, but less than 30 000 FC or 60 000 FH	Within 5 000 FC or 10 000 FH after the effective date of this AD, without exceeding 33 000 FC or 66 000 FH since aeroplane first flight
	30 000 FC or 60 000 FH or more, but less than 40 000 FC or 80 000 FH	Within 3 000 FC or 6 000 FH after the effective date of this AD, without exceeding 41 800 FC or 83 600 FH since aeroplane first flight
	40 000 FC or 80 000 FH or more, but less than 44 000 FC or 88 000 FH	Within 1 800 FC or 3 600 FH after the effective date of this AD, without exceeding 44 600 FC or 89 200 FH since aeroplane first flight
	44 000 FC or 88 000 FH or more	Within 600 FC or 1 200 FH after the effective date of this AD
A318 Elite	Less than 11 300 FC or 33 900 FH	A: Before accumulating 11 300 FC or 33 900 FH since aeroplane first flight, or B: Within 2 500 FC or 7 600 FH after the effective date of this AD. whichever occurs later, A or B .
	11 300 FC or 33 900 FH or more	Within 2 500 FC or 7 600 FH after the effective date of this AD
A319 CJ	Less than 6 300 FC or 27 000 FH	A: Before accumulating 6 300 FC or 27 000 FH since aeroplane first flight, or B: Within 2 300 FC or 11 300 FH after the effective date of this AD. whichever occurs later, A or B .
	6 300 FC or 27 000 FH or more, but less than 14 300 FC or 68 300 FH	Within 2 300 FC or 11 300 FH after the effective date of this AD, without exceeding 15 700 FC or 75 100 FH since aeroplane first flight
	14 300 FC or 68 300 FH or more	Within 1 400 FC or 6 800 FH after the effective date of this AD