

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 15-128 Date: 06 October 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): A318, A319, A320 and A321 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not Applicable
Supersedure:	None
ATA 53	Fuselage – Crossbeam Splicing at Frames 16 and 20 – 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, except those on which Airbus modification (mod) 161255 has been embodied in production.
Reason:	Following addition of a new airworthiness limitation item (ALI) task 531110 in the Airworthiness Limitation Section (ALS) Part 2 in the revision dated April 2012, numerous findings have been reported of early cracks on the four holes of the crossbeam splicing at frame (FR)16 and FR20 on both left-hand (LH) and right-hand (RH) sides. This condition, if not detected and corrected, could affect the structural integrity of the airframe. To allow an earlier crack detection, Airbus decided to transfer the repetitive inspections from ALI task 531110 to Airbus Service Bulletin (SB) A320-53-1286, including new inspection thresholds. For the reasons described above, this AD requires repetitive special detailed inspections (SDI) of the two upper rows of fasteners of the crossbeam splicing at FR16 and FR20, on both LH and RH sides, and, depending on aeroplane configuration, provides an optional terminating action to the repetitive inspections required by this AD.
Effective Date:	[TBD: 14 days after final AD issue date]

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

Required as indicated, unless accomplished previously:

- (1) Before exceeding the threshold, and, thereafter, within the intervals as defined in Table 1 or Table 2 of this AD, as applicable to aeroplane configuration (pre- or post-mod 20416 or pre- or post-mod 21999), accomplish special detailed inspections (SDI) of the two upper rows of fasteners of the crossbeam splicing at FR16 and FR20 on both LH and RH sides, in accordance with the instructions of Airbus SB A320-53-1286.

Table 1 – Inspection of pre-mod 20416 or pre-mod 21999 aeroplanes

Threshold (A or B, whichever occurs later)	A: Before exceeding 36 800 flight cycles (FC) or 73 600 flight hours (FH), whichever occurs first since aeroplane first flight
	B: Within 27 400 FC or 54 900 FH, whichever occurs first since the last the inspection per ALI task 531110-01-1 accomplished before the effective date of this AD
Interval (Not to exceed)	27 400FC or 54 900 FH, whichever occurs first

Table 2 – Inspection of post-mod 20416 or post-mod 21999 aeroplanes

Threshold (A or B, whichever occurs later)	A: Before exceeding 34 700 FC or 69 400 FH, whichever occurs first since aeroplane first flight
	B: Within 12 900 FC or 25 800 FH, whichever occurs first since the last inspection per ALI task 531110-01-2 accomplished before the effective date of this AD
Interval (Not to exceed)	12 900 FC or 25 800 FH, whichever occurs first

- (2) If, during any inspection as required by paragraph (1) of this AD, any crack is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A320-53-1286, or contact Airbus to obtain approved instructions for corrective action and accomplish those instructions accordingly.
- (3) Accomplishment of corrective action(s) on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections required by paragraph (1) for that aeroplane, unless specified otherwise in the instructions provided by Airbus.
- (4) Modification of a post-mod 20416 or post-mod 21999 aeroplane in accordance with the instructions of Airbus SB A320-53-1295 constitutes (optional) terminating action of the repetitive inspections required by paragraph (1) of this AD for that aeroplane.
- (5) For an aeroplane that has been inspected per ALI task 531110 and repaired before the effective date of this AD using instructions of an Airbus Repair Design Approval Sheet (RDAS), accomplish the next inspection for each repaired fastener hole in accordance with, and within the time period after repair, as specified in, the applicable RDAS. For all non-repaired fastener holes, see paragraph (1) or (6) of this AD, as applicable.

	(6) For a post-mod 20416 or post-mod 21999 aeroplane that has been inspected per ALI task 531110-01-2 and repaired, before the effective date of this AD, using the instructions of an Airbus RDAS, modification in accordance with the instructions of Airbus SB A320-53-1295 of the fastener holes where no damage or cracks was detected (i.e. those not repaired) constitutes terminating action of the repetitive inspections of those fastener holes as required by paragraph (1) of this AD for that aeroplane. (7) For an aeroplane that has been repaired, before the effective date of this AD, in the areas affected by this AD using the instructions of an Airbus RDAS unrelated to ALI task 531110, before exceeding the thresholds as specified in Table 1 or Table 2 of this AD, as applicable, contact Airbus for approved instructions and accomplish those instructions accordingly. (8) Accomplishment of corrective action(s) on an aeroplane, as required by paragraph (7) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) for that aeroplane, unless specified otherwise in the instructions provided by Airbus. (9) Accomplishment of inspections on an aeroplane, as required by paragraph (1) or (5) of this AD, or modification of an aeroplane as specified in paragraph (4) or (6) of this AD, cancels the inspection requirements of ALI task 531110 for that aeroplane.
Ref. Publications:	Airbus SB A320-53-1286 original issue dated 29 June 2015. Airbus SB A320-53-1295 original Issue dated 29 June 2015. 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 03 November 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.