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| EASA | NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE | |
|  | <p>PAD No.: 15-131</p> <p>Date: 12 October 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> | | |
| Design 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: | None | |
| ATA 53 | | Fuselage – Door Stop Fitting Holes – Inspection / Repair |
| 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) 157039 has been embodied in production. | |
| Reason: | <p>During an A320 fatigue test campaign, it was determined that fatigue damage could appear at the door stop fitting holes of fuselage frame (FR) 66 and FR68 on left hand (LH) and right hand (RH) sides.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the airframe.</p> <p>Two inspections, Airworthiness Limitations Item (ALI) tasks 534129 and 534130, were introduced in the Airworthiness Limitations Section (ALS) Part 2 with the April 2012 revision. Since these ALI tasks were implemented, a significant number of reports was received concerning non-critical damage and early crack findings. Consequently, Airbus published Service Bulletin (SB) A320-53-1288 and SB A320-53-1290, providing inspection instructions to improve damage management and modification instructions.</p> <p>For the reasons described above, this AD requires repetitive rototest inspections of the affected door stop fitting holes and, depending on findings, repair of any cracked area(s).</p> | |
| 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 threshold, and, thereafter, at intervals not to exceed those defined in Airbus SB A320-53-1288, accomplish a rototest inspection of all holes below each door stop fitting at fuselage FR66 and FR68, both LH and RH sides, in accordance with the instructions of Airbus SB A320-53-1288.
- (2) As an alternative to continued inspection as required by paragraph (1) of this AD, before next flight after any rototest inspection in accordance with the instructions of Airbus SB A320-53-1288 during which no cracks were detected, modify the affected area in accordance with the instructions of Airbus SB A320-53-1290.
- (3) After modification of an aeroplane in accordance with the instructions of Airbus SB A320-53-1290, before exceeding the threshold as defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed those defined in Airbus SB A320-53-1288, accomplish a rototest inspection of all holes below each door stop fitting at fuselage FR66 and FR68, both LH and RH sides, in accordance with the instructions of Airbus SB A320-53-1288.

Table 1 – Inspection Threshold after Cold Working

| Flight Cycles (FC) accumulated at time of optional cold working (Airbus SB A320-53-1290) | Compliance Time |
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| Less than 1 800 FC | As defined in Airbus SB A320-53-1288 |
| 1 800 FC or more, but less than 13 800 FC | Before exceeding 48 000 FC since aeroplane first flight |
| 13 800 FC or more | Before exceeding 60 000 FC since aeroplane first flight |

- (4) If, during any inspection as required by paragraph (1) or (3) of this AD, as applicable, a crack is detected, before next flight, accomplish the applicable repair instructions and corrective action(s) in accordance with the applicable Structural Repair Manual (SRM), or contact Airbus to obtain approved instructions for corrective action and accomplish those instructions accordingly.
- (5) Repair of an aeroplane as required by paragraph (4) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) or (3) of this AD for that aeroplane, unless specified otherwise in the instructions provided by Airbus.
- (6) For an aeroplane that has been inspected per ALI task 534129 or task 534130 and repaired, before the effective date of this AD, in accordance with the instructions of the applicable SRM, or using an Airbus Repair Design Approval Sheet (RDAS), accomplish the next due inspection for each repaired fastener hole in accordance with, and within the time period after repair, as specified in the SRM or Airbus RDAS, as applicable. For all fastener holes where no damage or cracks was detected (i.e. those not repaired), see paragraph (1) or (7) of this AD, as applicable.
- (7) For an aeroplane that has been inspected per ALI task 534129 or task 534130 and repaired, before the effective date of this AD, in accordance with the applicable SRM, or using an Airbus RDAS, modification of the fastener holes where no damage or cracks was detected (i.e. those not repaired) in accordance with the instructions of Airbus SB A320-53-1290 constitutes terminating action of the repetitive inspections of those fastener holes as required by paragraph (1) of this AD for that aeroplane.

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| | <p>(8) For an aeroplane that has been repaired, before the effective date of this AD, in the areas described in this AD using an Airbus RDAS unrelated to ALI task 534129 or task 534130, before exceeding the thresholds as specified in Table 1 of this AD, contact Airbus for approved instructions and accomplish those instructions accordingly.</p> <p>(9) Accomplishment of corrective action(s) on an aeroplane, as required by paragraph (8) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) or (3) for that aeroplane, as applicable, unless specified otherwise in the instructions provided by Airbus.</p> <p>(10) Accomplishment of inspections on an aeroplane, as required by paragraph (1), (3) or (6) of this AD, as applicable, or modification of an aeroplane as specified in paragraph (2) or (7) of this AD, as applicable, cancels the inspection requirements of ALI task 534129 or task 534130, as applicable, for that aeroplane.</p> |
| Ref. Publications: | <p>Airbus SB A320-53-1288, original issue dated 10 October 2014.</p> <p>Airbus SB A320-53-1290, original issue dated 10 October 2014.</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 07 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. |