



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 15-156R1

Issued: 29 September 2016

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):

A318, A319, A320 and A321 aeroplanes

Effective Date: [TBD – Standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Central Vertical Strut at Frame 65 – Modification

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) 153724 was embodied in production.

Reason:

In service occurrences were reported where, as a consequence of an airframe ground contact above certified vertical speed/vertical acceleration, the vertical strut at Frame (FR) 65 penetrated through the cabin floor.

This condition, if not corrected, could lead to injury of occupants and/or delays during emergency evacuation.



To address this potential unsafe condition, Airbus developed mod 153724, a structural change which prevents the central vertical strut at FR65 to pass through the cabin floor, and issued Service Bulletin (SB) A320-53-1262 to provide instructions for installation of this modification on aeroplanes in service.

After the original PAD 15-156 was issued, incorrect MSN allocations and configuration definitions were identified in SB A320-53-1262. Consequently Airbus revised that SB, and in addition issued SB A320-53-1333 and SB A320-53-1334.

For the reason described above, this AD requires modification of the fuselage structure at FR65.

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

Required as indicated, unless accomplished previously:

Within 72 months after the effective date of this AD, modify the fuselage structure at FR 65 in accordance with the instructions of Airbus SB A320-53-1262 Revision 01, SB A320-53-1333, or SB A320-53-1334, as applicable, depending on aeroplane configuration.

Ref. Publications:

Airbus SB A320-53-1262 Revision 01 dated 29 July 2016.

Airbus SB A320-53-1333 original issue dated 29 July 2016.

Airbus SB A320-53-1334 original issue dated 29 July 2016.

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 13 October 2016.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. 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.

