



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 16-095

Issued: 23 June 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 and A320 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Bottom Panel 2 At Rib 2 Interface – 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 and A320-233 aeroplanes, all manufacturer serial numbers, on which Airbus modification (mod) 39729 was embodied in production, and except aeroplanes on which mod 152155 or mod 152200 was embodied in production.

Reason:

During installation in production of new wingbox ribs on post-mod 39729 aeroplanes, it was discovered that the centre wing lower rib foot angle was not matching with the bottom skin panel inner surface.

This condition, if not detected and corrected, could induce fatigue cracking of the skin panel at the rib foot attachment, with possible detrimental effect on wing structural integrity.



This condition was initially addressed by Airbus on the production line through adaptation mod 152155, then through mod 152200. For affected aeroplanes in service, Airbus issued Service Bulletin (SB) A320-57-1205, providing instructions for repetitive detailed inspections (DET) or special detailed inspections (SDI), and SB A320-57-1207, providing modification instructions.

For the reasons described above, this AD requires repetitive inspections (DET or SDI) of the wing bottom skin lower surface for crack detection and, depending on findings, the accomplishment of applicable corrective action(s). This AD also includes reference to a modification (Airbus SB A320-57-1207), which provides optional terminating action for the repetitive inspections required by this AD.

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

Required as indicated, unless accomplished previously:

- (1) Within the compliance time as defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not exceeding the values as defined in Table 2 of this AD, as applicable, depending on the inspection method (see Note), accomplish a DET or SDI of the wing bottom skin lower surface in accordance with the instructions of Airbus SB A320-57-1205.

Note: When alternative inspection methods are used, the next interval applicable is the one associated with the inspection method used at the last inspection.

- (2) If, during any inspection as required by paragraph (1) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified in those instructions, accomplish the repair accordingly.
- (3) Repair of an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane, unless otherwise specified in the instructions provided by Airbus.

Table 1 – Inspection Threshold

Aeroplane model / configuration		Compliance Time (Flight hours (FH) or flight cycles (FC), whichever occurs first since aeroplane first flight)
A318, A319 and A320	pre mod 155374*	14 500 FC or 29 000 FH
	post mod 155374*	13 600 FC or 27 300 FH
A319 post mod 28162, 28238, 28342 (A319 used as VIP or CJ)		7 400 FC or 32 000 FH
A318 post Mod 39195 (A318 used as VIP or Elite)		14 500 FC or 43 500 FH

*: Mod 155374 defines minimum aircraft configuration for operation on Configuration of Independent States (CIS) runway profiles



Table 2 – Repetitive Inspection Intervals

Aeroplane model / configuration	DET (FC or FH, whichever occurs first)	SDI (FC or FH, whichever occurs first)
A318, A319 and A320	4 000 FC or 8 000 FH	5 000 FC or 10 000 FH
A319 post mod 28162, 28238, 28342 (A319 used as VIP or CJ)	2 000 FC or 8 600 FH	2 500 FC or 11 000 FH
A318 post Mod 39195 (A318 used as VIP or Elite)	4 000 FC or 12 000 FH	5 000 FC or 15 000 FH

- (4) Modification of an aeroplane in accordance with the instructions of Airbus SB A320-57-1207 constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Airbus SB A320-57-1205 original issue, dated 26 May 2016.

Airbus SB A320-57-1207 original issue, dated 26 May 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 21 July 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.

