



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 16-099

Issued: 05 July 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):

A320 aeroplanes

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

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2013-0226 dated 23 September 2013.

ATA 57 – Wings – Centre Section / Pressurized Floor Fittings at Frame 36 Junction – Inspection / Modification

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A320-211, A320-212 and A320-231 aeroplanes, manufacturer serial numbers (MSN) up to 0104 inclusive.

Reason:

During Centre fuselage certification full scale fatigue testing, damage was found on the pressurized floor fittings at Frame (FR) 36, below the lower surface panel.

This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.

To prevent such damage, Airbus developed modification 21282, which was introduced in production from MSN 0105, to reinforce the pressurized floor fitting lower surface by changing



material. For affected in-service aeroplanes, Airbus issued Service Bulletin (SB) A320-57-1028, introducing repetitive inspections, and SB A320-57-1029, which provides modification instructions.

DGAC France issued AD 95-099-067 to require these repetitive inspections and, depending on findings, corrective action(s), while the modification was specified in that AD as optional terminating action for these inspections.

Following new analysis in the frame of Extended Service Goal exercise, the inspection thresholds and intervals were revised to meet the original Design Service Goal. Consequently, EASA issued AD 2013-0226 to retain the requirements of DGAC France AD 95-099-067, which was superseded, but required those actions within reduced compliance times.

Since that AD was issued, in the frame of Widespread Fatigue Damages analysis, the situation has been reassessed and it has been decided to reclassify the modification, still stated as 'optional' terminating action in EASA AD 2013-0226, to the status 'mandatory'.

For the reasons described above, this AD retains the requirements of EASA AD 2013-0226, which is superseded, but requires embodiment of the modification as specified in Airbus SB A320-57-1029.

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

Required as indicated, unless accomplished previously:

- (1) Initially, within the compliance time defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 9 300 flight cycles (FC) or 18 600 flight hours (FH), whichever occurs first, accomplish a detailed inspection (DET) of the 6 fittings of the pressurized floor at FR36, under lower surface panel in accordance with the instructions of Airbus SB A320-57-1028.

Table 1 – Initial Inspection

Compliance Time (whichever occurs later, A , B or C)	
A	Before exceeding 20 900 FC or 41 800 FH, whichever occurs first since aeroplane first flight
B	Within 9 300 FC or 18 600 FH, whichever occurs first since last inspection per Airbus SB A320-57-1028 instructions
C	Within 1 250 FC or 2 500 FH, whichever occurs first after 07 October 2013 [the effective date of EASA AD 2013-0226], without exceeding 12 000 FC since last inspection per Airbus SB A320-57-1028 instructions

- (2) If, during any DET as required by paragraph (1) of this AD, damage is found, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified in these instructions, accomplish the repair accordingly, including any specified follow-on actions, as applicable.
- (3) Before exceeding 48 000 FC or 96 000 FH, whichever occurs first since aeroplane first flight, modify the aeroplane in accordance with the instructions of Airbus SB A320-57-1029.



- (4) Modification of an aeroplane as required by paragraph (3) of this AD constitutes terminating action for the repetitive DET as required by paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Airbus SB A320-57-1028 original issue dated 12 August 1991, or Revision 01 dated 19 April 1996, or Revision 02 dated 03 June 2013.

Airbus SB A320-57-1029 original issue dated 12 August 1991, or Revision 01 dated 10 November 1992, or Revision 02 dated 16 June 1999.

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 02 August 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.

