Notification of a proposal to issue an Airworthiness Directive

PAD No.: 16-118

Issued: 05 August 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: This AD supersedes EASA AD 2016-0015 dated 15 January 2016.

ATA 53 – Fuselage – Door Stop Fitting Holes at Frames 66/68 – Inspection / Repair

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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:

- aeroplanes on which Airbus modification (mod) 157039 has been embodied in production;
- A319 aeroplanes on which mod 28238, mod 28162 **and** mod 28342 have been embodied in production; and
- A318 aeroplanes on which mod 39195 has been embodied in production.

Reason:
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.

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

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 and with some compliance time changes with Revision 3 of ALS Part 2 dated October 2014.

Since these ALI tasks were implemented, a significant number of reports was received concerning non-critical damage and early crack findings. Prompted by these reports, Airbus published Service Bulletin (SB) A320-53-1288 and SB A320-53-1290, providing inspection instructions to improve damage management and modification instructions.
Consequently, EASA issued AD 2016-0015, requiring repetitive rototest inspections of the affected door stop fitting holes and, depending on findings, repair of any cracked area(s).

Since that AD was issued, ALS Part 2 Revision 04 was published, introducing updated thresholds and/or intervals for some tasks as specified in Airbus SB A320-53-1288, introducing new configuration of aircraft with RETRO WING having accomplished SB A320-57-1193 (mod 160080), and keeping the threshold or interval only in flight cycles (FC).

For the reasons described above, this AD retains the requirements of EASA AD 2016-0015, which is superseded, but requires those actions within the updated thresholds and intervals. In addition, a corrected threshold for pre-mod 160021 A321 aeroplanes is introduced and the Applicability is reduced to exclude configurations that are not affected.

Required Action(s) and Compliance Time(s):
Required as indicated, unless accomplished previously:

(1) Before exceeding the threshold, and, thereafter, at intervals not to exceed those defined in Appendix 1 of this AD, 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. To determine the next due inspection, the compliance times as defined in the compliance time page of ALS Part 2 Revision 04 are applicable, without exceeding the requirements of ALS Part 2 Revision 03 and compliance time in the compliance time page of ALS Part 2 Revision 03.

The threshold for initial inspection as specified in Appendix 1 of this AD must be calculated since first flight of the aeroplane, except for post-mod 160080 aeroplanes for which a “corrected” threshold or interval can be defined in accordance with the instructions of Airbus SB A320-57-1193.

(2) Inspections on an aeroplane, accomplished per ALI task 534129 or task 534130 before the effective date of this AD are acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane. After the effective of this AD, repetitive inspections must be continued as required by paragraph (1) of this AD.

(3) 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.

(4) 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 the Appendix 1 of this AD, 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. This requirement supersedes the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

Table 1 – Inspection Threshold after Cold Working

FC accumulated at time of optional cold working (Airbus SB A320-53-1290)	**Compliance Time**
Less than 1 800 FC	As defined in the Appendix 1 of this AD
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

(5) If, during any inspection as required by paragraph (1) or (4) 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.

(6) Repair of an aeroplane as required by paragraph (5) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) or (4) of this AD for that aeroplane, unless specified otherwise in the instructions provided by Airbus.

(7) For an aeroplane that has been inspected per ALI task 534129 or task 534130 and repaired, before 29 january 2016 [the effective date of EASA AD 2016-0015], 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 (8) of this AD, as applicable.

(8) For an aeroplane that has been inspected per ALI task 534129 or task 534130 and repaired, before 29 january 2016 [the effective date of EASA AD 2016-0015], in accordance with the instructions of the applicable SRM, or using an Airbus RDAS, modification of the four fastener holes at door stop locations where no damage or cracks was detected (i.e. door stop locations not repaired) in accordance with the instructions of Airbus SB A320-53-1290 constitutes terminating action of the repetitive inspections of those four fastener holes at those door stop locations as required by paragraph (1) of this AD for that aeroplane.

(9) For an aeroplane that has been repaired, before 29 January 2016 [the effective date of EASA AD 2016-0015], in the areas described in this AD using an Airbus RDAS unrelated to ALI task 534129 or task 534130, within the compliance time as specified in paragraph (1) of this AD, as applicable, contact Airbus for approved instructions and accomplish those instructions accordingly.

(10) Accomplishment of corrective action(s) on an aeroplane, as required by paragraph (9) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) or (4) for that aeroplane, as applicable, unless specified otherwise in the instructions provided by Airbus.

(11) Accomplishment of inspections on an aeroplane, as required by paragraph (1), (4) or (7) or this AD, as applicable, supersedes the inspection requirements of ALI task 534129 or task 534130, as applicable, for that aeroplane.

(12) Accomplishment of modification of the four fastener holes at a door stop location of an aeroplane, as specified in paragraph (3) or (8) of this AD, as applicable, and subsequent repetitive inspections as required by paragraph (4) of this AD, cancels the inspection requirements of ALI task 534129 or task 534130, as applicable, for those holes for that aeroplane.

Ref. Publications:
Airbus SB A320-57-1193, original issue dated 05 February 2016

Airbus SB A320-53-1288, original issue dated 10 October 2014.

Airbus SB A320-53-1290, original issue dated 10 October 2014.

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 September 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.

Appendix 1: Door Stop Fitting Holes – Inspection / Repair Threshold and interval

Table 1 - Aft passenger/crew door cut-out
Door stop fittings holes at FR 66 WEB LH/RH

Aeroplanes affected	Threshold	Interval
A318-PAX	33 800 FC	5 900 FC
A319-PAX pre mod 160001 pre mod 160080	42 700 FC	7 500 FC
A319-PAX post mod 160001 OR A319-PAX post mod 160080	40 300 FC	7 200 FC
A320 pre mod 160001 pre mod 160080	48 000 FC	9 700 FC
A320 post mod 160001 OR A320 post mod 160080	45 500 FC	7 800 FC
A321 pre mod 160021	34 500 FC	17 000 FC
A321 post mod 160021	39 400 FC	8 500 FC

Table 2 - Aft passenger/crew door cut-out
Door stop fittings holes at FR 68 WEB LH/RH

Aeroplanes affected	Threshold	Interval
A318-PAX	30 800 FC	5 900 FC
A319-PAX pre mod 160001 pre mod 160080	34 400 FC	7 500 FC
A319-PAX post mod 160001 OR A319-PAX post mod 160080	33 500 FC	7 200 FC
A320	40 900 FC	9 700 FC
A321 pre mod 160021	24 400 FC	13 600 FC
A321 post mod 160021	39 300 FC	8 500 FC