



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 17-068

Issued: 07 June 2017

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 57 – Wing – Stringer Attachments at Rib 2 to Rib 7 – 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:

- A318 aeroplanes on which modification (mod) 39195 or Service Bulletin (SB) A320-00-1219 has been embodied.
- A319 aeroplanes on which mod 28238 and mod 28162 and mod 28342 have been embodied.

Reason:

Within the scope of work of service life extension for A320 aeroplanes and of widespread fatigue damage evaluations, it has been determined that a structural modification is required to allow the aeroplanes to continue operation up to the limit of validity (LoV).

This condition, if not corrected, may affect the structural integrity of the wing.



To address this potential unsafe condition, Airbus issued SB A320-57-1208, providing instructions to oversize the holes of the upper cleat to upper stringer attachments at Rib 2 to Rib 7 (inclusive).

For the reason described above, this AD requires modification of affected holes.

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

Required as indicated, unless accomplished previously:

Modification and Inspections

- (1) Within the upper limit as defined in Table 1 of this AD, but not before the lower limit as defined in Table 1 of this AD, as applicable, modify the aeroplane by accomplishing the oversizing of the affected holes on both Left Hand and Right Hand sides, as identified in, and in accordance with the instructions of, Airbus SB A320-57-1208 (see Note 1 of this AD).

Note 1: For the purpose of this AD, modification of an affected hole includes an Eddy Current Inspection (ECI) of that affected hole in accordance with the instructions of Airbus SB A320-57-1208.

Table 1 – Window of Embodiment
(Flight Hours (FH) or Flight Cycles (FC), whichever occurs first since aeroplane first flight)

Aeroplane		Lower Limit		Upper Limit	
		FH	FC	FH	FC
A318-100	All	94 000	47 000	159 200	79 600
A319-100	Pre mod 160001 and pre SB A320-57-1193	94 000	47 000	159 200	79 600
A320-200		94 000	47 000	159 200	79 600
A319-100	Post mod 160001 or post SB A320-57-1193	52 260	26 130	101 610	50 805
A320-200		52 260	26 130	101 610	50 805
A321-100	Pre mod 160021	101 200	50 600	148 300	74 100
A321-200		101 200	50 600	148 300	74 100
A321-200	Post mod 160021	44 796	22 398	112 808	56 404

Corrective Action

- (2) If, during any ECI as required by paragraph (1) of this AD (see Note 1 of this AD), any damage is found, before next flight, contact Airbus for approved corrective action instructions and, within the compliance time specified in those instructions, accomplish the instructions accordingly.

Ref. Publications:

Airbus SB A320-57-1208 original issue dated 21 November 2016.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 05 July 2017.
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.

