



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-014

Issued: 02 February 2018

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 2013-0261 dated 28 October 2013.

ATA 53 – Fuselage – Side Box Beam Flange in Frame 43 Area – Inspection / Repair / 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 on which Airbus modification (mod) 21202 has been embodied in production, except those on which mod 152569 has been embodied in production.

Definitions:

For the purpose of this AD, the following definitions apply:

Groups: A Group 1 aeroplane does not have Airbus Service Bulletin (SB) A320-57-1193 embodied. A Group 2 aeroplane has Airbus SB A320-57-1193 embodied.



Reason:

During the full scale fatigue test campaign of the A320 family type design, a crack was reported in the fuselage side box beam flange at frame (FR) 43 level, both sides.

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

To address this potential unsafe condition, Airbus issued SB A320-53-1258, providing instructions for repetitive inspections, and SB A320-53-1251, later revised, providing modification instructions.

Consequently, EASA issued AD 2013-0261, requiring repetitive inspections and, depending on findings, accomplishment of corrective action(s). That AD also required a modification, which constitutes terminating action for the required repetitive inspections.

Since that AD was issued, Airbus issued SB A320-57-1193 (retrofit mod 160080) to allow retrofit sharklet installation on A320 and A319 aeroplanes with non-structural reinforcement. Airbus revised SB A320-53-1258, including new affected aeroplane configuration and applicable accomplishment timescale.

For the reason described above, this AD retains the requirements of EASA AD 2013-0261, which is superseded, but requires accomplishment of repetitive inspections and, depending on findings, corrective action(s), at different accomplishment timescale, depending on aeroplane configuration. This AD also requires a modification, which constitutes terminating action for the repetitive inspections.

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

Required as indicated, unless accomplished previously:

Repetitive Inspections:

- (1) Within the compliance time as defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed those defined in Table 2 of this AD, as applicable, inspect the aeroplane in accordance with the instructions of Airbus SB A320-53-1258 revision (Rev.) 02.

Table 1 - Inspection Threshold

Group	Compliance Time (whichever occurs later, A or B , C or D , as applicable to Group)	
	1	A
B		Within 3 000 FC or 6 000 FH after 11 November 2013 [the effective date of EASA AD 2013-0261]
2	C	Before accumulating 21 300 FC or 42 600 FH, whichever occurs first since aeroplane first flight (see Note 1 of this AD)
	D	Within 3 000 FC or 6 000 FH after the effective date of this AD without exceeding the time at which inspection is required through the threshold or compliance time of Group 1



Table 2 – Inspection Interval

Group	Compliance Time
1	Within 7 500 FC or 15 000 FH, whichever occurs first
2	Within 6 600 FC or 13 300 FH, whichever occurs first (see Note 1 of this AD)

Note 1: For aeroplanes that embodied SB A320-57-1193 after first flight (inspection threshold), or after any inspection as required by this AD, as applicable, the threshold or interval, as applicable, for the (next) inspection after embodiment of SB A320-57-1193 can be recalculated based on Airbus A318/A319/A320/A321 Airworthiness Limitation Section (ALS) Part 2 Rev. 06.

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, any defect is detected, before next flight, repair the aeroplane in accordance with the instructions of Airbus SB A320-53-1258 Rev. 02, as applicable, or contact Airbus for approved repair instructions and, within the accomplishment timescale identified in those instructions, accomplish those instructions accordingly.

Modification:

(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 A320-53-1251 Rev. 03.

Credit:

(4) Inspection(s) and corrective action(s), accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of Airbus SB A320-53-1258 original issue or Rev. 01, are acceptable to comply with the requirement of paragraphs (1) and (2) of this AD for that aeroplane. From the effective date of this AD, the inspections and corrective actions have to be accomplished in accordance with the instructions of Airbus SB A320-53-1258 Rev. 02.

(5) Modification of an aeroplane, before the effective date of this AD in accordance with the instructions of Airbus SB A320-53-1251 original issue, or Rev. 01, or Rev. 02, is acceptable to comply with the requirement of paragraph (3) of this AD for that aeroplane.

Terminating Action:

(6) 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 stated in the repair instructions.

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

Ref. Publications:

Airbus SB A320-53-1258 original issue dated 18 October 2012, or Rev. 01 dated 27 June 2016, or Rev. 02 dated 07 September 2016.



Airbus SB A320-53-1251 original issue dated 16 November 2012, or Rev. 01 dated 18 October 2013, or Rev. 02 dated 11 February 2016, or Rev. 03 dated 19 September 2016.
Airbus A318/A319/A320/A321 ALS Part 2 Rev. 06 dated 10 April 2017.

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

Remarks:

1. This Proposed AD will be closed for consultation on 02 March 2018.
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

