Notification of a proposal to issue an Airworthiness Directive

PAD No.: 14-144R1

Issued: 02 November 2015

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: 14 days after AD issue date]

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes DGAC France AD 2002-259(B) dated 15 May 2002.

ATA 53 – Fuselage – Overwing Emergency Exit Cut-Outs in Section 15 – Modification

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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 and A320-233 aeroplanes, all manufacturer serial numbers (MSN).

Reason:
During full scale tests, launched to support the A320 structure Extended Service Goal (ESG) exercise, several cracks were found on overwing emergency exit door cut-outs, both sides, at fuselage section 15.
This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.
A repair solution was developed to address these cracks, which was published by Airbus as Service Bulletin (SB) A320-53-1274. The affected repair was designed to be applied as modification, thereby preventing crack initiation in the affected areas and allowing a modified aeroplane to operate up to the new ESG limit.

Revised

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PAD 14-144 is revised because it was found that, on the same area affected by the repair specified in SB A320-53-1274, DGAC France issued AD 2002-259(B), which requires, for certain A320 aeroplanes, repetitive inspections and corrective actions in accordance with SB A320-53-1032. Airbus SB A320-53-1031 provides (optional) terminating actions for these repetitive inspections. Depending on accomplishment of corrective and / or terminating actions, accomplishment of SB A320-53-1274 may be affected.

For the reason described above, this AD retains the requirements of DGAC France AD 2002-259(B), which is superseded, and requires inspections and modification of the affected overwing emergency exit door cut-outs.

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

Restatement of requirements of DGAC France AD 2002-259(B):
For A320-211, A320-212 and A320-231 aeroplanes, all MSN, except aeroplanes on which Airbus modification (mod) 21346 has been embodied in production, or Airbus SB A320-53-1031 has been embodied in service, accomplish the actions as required by paragraphs (1) and (2) of this AD.

(1) Before exceeding 24 800 flight cycles (FC) since aeroplane first flight, or within 3 500 FC after 25 May 2002 [the effective date of DGAC France AD 2002-259(B)] whichever occurs later, without exceeding 30 000 FC since aeroplane first flight, and, thereafter, at intervals not exceeding the values as specified in Airbus SB A320-53-1032 Revision 02, accomplish a detailed visual inspection (DVI) around the fastener holes in accordance with the instructions of Airbus SB A320-53-1032 Revision 02.

(2) If, during any DVI as required by paragraph (1) of this AD, discrepancies are detected, before next flight, accomplish a repair in accordance with the instructions of Airbus SB A320-53-1032 Revision 02.

(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.

(4) Modification (cold expansion of fastener holes) of an aeroplane in accordance with the instructions of Airbus SB A320-53-1031 constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.

New requirements of this AD:

(5) Within the compliance times defined in Table 1 of this AD, as applicable, inspect the emergency exit door structure in accordance with the instructions of Airbus SB A320-53-1277.

(6) If, during the inspection as required by paragraph (5) of this AD, no cracks are found, or cracks are found that are all within the limits as specified in Airbus SB A320-53-1277, before next flight, repair the cracks in accordance with the instructions of SB A320-53-1277, and modify the emergency exit door hatches in accordance with the instructions of Airbus SB A320-53-1274.

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Table 1 – Modification

Affected Aeroplanes	Compliance Time
MSN 0069, 0070, 0071, 0072, 0078, 0083, 0086, 0093, 0104, 0161 and 0401	Before exceeding 54 000 flight cycles (FC) or 108 000 flight hours (FH), whichever occurs first since aeroplane first flight
All other aeroplanes	Before exceeding 48 000 FC or 96 000 FH, whichever occurs first since aeroplane first flight

(7) If, depending on previous modification and/or repair accomplished on an aeroplane, the modification required by paragraph (6) of this AD cannot be accomplished, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.

(8) If, during the inspection as required by paragraph (5) of this AD, any crack is found that exceeds the limits as specified in Airbus SB A320-53-1277, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly, and modify the emergency exit door hatches in accordance with the instructions of Airbus SB A320-53-1274

(9) Prior to, or concurrent with, the modification as required by paragraph (6) of this AD, accomplish cold working of the affected emergency exit areas in accordance with the instructions as specified in Table 2 of this AD.

Table 2 – Cold Working

Affected Aeroplanes	Instructions
MSN up to 0178 (inclusive)	Airbus SB A320-53-1031
MSN 0179 and higher (Airbus modification 21346 applied in production)	Contact Airbus for approved instructions (see Note 2)

Note: The additional work for MSN 0179 and higher is expected to be incorporated at the next revision of Airbus SB A320-53-1274.

Ref. Publications:

Airbus SB A320-53-1274 original issue dated 15 July 2014, or Revision 01 dated 18 June 2015.

Airbus SB A320-53-1277 original issue dated 29 January 2013.

Airbus SB A320-53-1031 original issue dated 09 December 1994, or Revision 01 dated 14 November 1997, or Revision 02 dated 05 December 2001.

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Airbus SB A320-53-1032 original issue dated 09 December 1994, or Revision 01 dated 15 January 1998, or Revision 02 dated 05 December 2001.

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 30 November 2015.

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

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