


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 11-010</p> <p>Date: 31 January 2011</p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>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 closing date indicated.</p>	
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A321 aeroplanes</p>
TCDS Number :	EASA.A.064
Foreign AD :	Not applicable
Supersedure :	None
ATA 57	Wings – Centre Wing Box Lower Panel – Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A321-131, A321-211, A321-212 and A321-231 aeroplanes, manufacturer serial numbers (MSN) 1293, 1299, 1307, 1333, 1356 and 1366.
Reason:	<p>During removal of one centre wing box (CWB) lower aft panel during production, the following defects were found :</p> <ul style="list-style-type: none"> - an excessive layer of sealant in between the lower panel and the rib pads, and - small metal chips between the panel and rib pads. <p>Investigations revealed that the metal chips trapped between parts (panels and stiffeners) have a possible impact on fatigue life of CWB panels.</p> <p>Consequently, cracks in the bore holes of the CWB lower panel may occur in service, thus reducing the structural integrity of the aeroplane.</p> <p>For the reasons describe above, this AD requires a special detailed inspection of CWB lower panel bore holes to detect any defect or crack and, depending on findings, associated corrective actions.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Before the accumulation of 24 000 flight cycles or 40 000 flight hours, whichever occurs first since the aeroplane first flight, perform a special detailed inspection of CWB lower panel bore holes and apply the associated corrective actions in accordance with the instructions of Airbus Service Bulletin A320-57-1120 Revision 01.</p>
Ref. Publications:	<p>AIRBUS Service Bulletin A320-57-1120 at Revision 01.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 28 February 2011. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. 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 – EAS, Fax +33 5 61 93 44 51; account.airworth-eas@airbus.com