

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 11-049 Date: 05 May 2011 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.
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.	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : A319 and A320 aeroplanes
TCDS Number : EASA.A.064	
Foreign AD : Not applicable	
Supersedure : This AD supersedes DGAC France AD F-2003-146 dated 16 April 2003.	
ATA 53	Fuselage – Keel Beam Side Panels – Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	AIRBUS A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-231, A320-232 and A320-233 aeroplanes, all manufacturer serial numbers, except those having embodied Airbus modification 30355 in production.
Reason:	During certification structural fatigue tests, several cases of structural damage (cracks) have been found on keel beam side panels. Cracks were observed on both sides of the keel beam around the rivets below the center wing box between frame FR40 and FR42, and in part of the area of the upper elliptical cut out forward of FR41. This type of damage, if not detected and repaired, would adversely affect the structural integrity of the aeroplane. To address this unsafe condition, DGAC France issued AD F-2003-146 to require repetitive detailed inspections of those two areas and corrective actions, depending on findings. Prompted by reported access difficulties and to allow extension of the interval between two consecutive inspections, Airbus validated an Eddy current Non-Destructive Test (NDT) inspection to replace the detailed inspection. For the reasons described above, this AD, which supersedes DGAC France AD F-2003-146, requires repetitive Eddy-current NDT inspections for cracks in the affected areas of the keel beam side panel below the center wing box and corrective actions, depending on findings.

Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	Required as indicated, unless already accomplished: (1) Initial Special Detailed Inspection : Perform an Eddy-current NDT inspection for cracks in accordance with the instructions of Airbus Service Bulletin (SB) A320-53-1060 Revision 02 at the following locations: - Area A: part of the area of the upper elliptical cut-out STGR42 on the LH and RH side forward of FR41, and - Area B: the area around the rivets on both sides of the keel beam side panel below the center wing box at stringer STGR42 on the LH and RH side between FR40 and FR42. (1.1) For aeroplanes that have been inspected according to ALI task 533142-01-1 as was defined in the Airbus A319/A320/A321 ALI document up to revision 05 inclusive, or according to Airbus A319/A320/A321 MRB Report up to revision 08 inclusive, or in accordance with Airbus SB A320-53-1060 at original issue or Revision 01, accomplish the inspection required in paragraph (1) of this AD within 4 300 flight cycles (FC) or 9 600 flight hours (FH) after the last visual inspection, whichever occurs first. (1.2) For all other aeroplanes, accomplish the inspection defined in paragraph (1) of this AD within the time specified in paragraph (1.2.1) or (1.2.2) of this AD, whichever occurs later. (1.2.1) Before the accumulation of 24 200 FC or 48 400 FH, whichever occurs first since the aeroplane first flight. (1.2.2) Within 3 500 FC after 26 April 2003 [the effective date of DGAC France AD F-2003-146]. (2) Repetitive Special Detailed Inspections : Thereafter, at intervals not exceeding 12 000 FC or 26 700 FH, whichever occurs first, repeat the inspection defined in paragraph (1) of this AD in accordance with the instructions of Airbus SB A320-53-1060 Revision 02. (3) Corrective actions : (3.1) If, during any inspection as required by this AD, cracks are detected in Area A, depending on crack length, accomplish a repair in accordance with the instructions and within the applicable compliance time, as defined in Paragraph 1.E.(2) of Airbus SB A320-53-1060 Revision 02. (3.2) If, during any inspection as required by this AD, cracks are detected in Area B, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly. (4) Accomplishment of corrective actions as required by paragraph (3) of this AD constitutes terminating action for the repetitive inspections requirements of paragraph (2) of this AD, unless the approved repair instructions provided by Airbus, as required by paragraph (3.2) of this AD, specify otherwise.
Ref. Publications:	Airbus SB A320-53-1060 Revision 02. 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 02 June 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, E-mail: account.airworth-eas@airbus.com .
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