


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 11-091</p> <p>Date: 22 August 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>A320 aeroplanes</p>
<p>TCDS Number : EASA.A.064</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
ATA 57	Wings – Centre Wing Box Struts – Inspection / Repair
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A320-111, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232 and A320-233 aeroplanes, all manufacturer serial numbers (MSN) up to MSN 0136 inclusive.
Reason:	<p>Two cases of broken Centre Wing Box (CWB) struts have been reported on A320 aeroplanes.</p> <p>Investigations indicated that strut thickness in the crack initiation area was lower than specified in the production drawings. Only a limited batch of aeroplanes is affected by this manufacturing defect.</p> <p>This condition, if not corrected, could result in strut failure, reducing the residual life of the remaining struts to below the initial Design Service Goal, which would deteriorate the structural integrity of the aeroplane.</p> <p>For the reasons described above, this AD requires repetitive Detailed Visual Inspections (DVI) of the lower and upper ends of the CWB struts to detect cracks and, depending on findings, accomplishment of associated corrective actions.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously::</p> <p>(1) Within the threshold indicated in Table 1 of this AD, as applicable, and thereafter at intervals not to exceed 9 500 flight cycles (FC) or 27 100 flight hours (FH), whichever occurs first, perform a DVI of the 38 struts of the CWB to detect any crack, in accordance with the instructions of Airbus Service Bulletin (SB) A320-57-1149.</p> <p style="text-align: center;">Table 1 – Initial Threshold</p> <table border="1" data-bbox="587 477 1417 1249"> <thead> <tr> <th data-bbox="587 477 909 571">Affected aeroplanes:</th><th data-bbox="916 477 1417 571">Compliance Time, whichever occurs later, (a) or (b):</th></tr> </thead> <tbody> <tr> <td data-bbox="587 580 909 925">A320-111</td><td data-bbox="916 580 1417 925"> <p>(a) At the next scheduled maintenance opportunity of centre tank entry, but without exceeding the accumulation of 35 200 Flight Cycles (FC) or 33 700 Flight Hours (FH) since aeroplane first flight, whichever occurs first.</p> <p>(b) Within 6 000 FH, or 4 500 FC, or 20 months, whichever occurs first after the effective date of this AD.</p> </td></tr> <tr> <td data-bbox="587 934 909 1249">A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232 and A320-233</td><td data-bbox="916 934 1417 1249"> <p>(a) At the next scheduled maintenance opportunity of centre tank entry, but without exceeding the accumulation of 34 100 FC or 52 700 FH since aeroplane first flight, whichever occurs first.</p> <p>(b) Within 6 000 FH, or 4 500 FC, or 20 months, whichever occurs first after the effective date of this AD.</p> </td></tr> </tbody> </table> <p>(2) If, during any inspection as required by paragraph (1) of this AD, discrepancies (as defined in Airbus SB A320-57-1149) are detected, before next flight, contact Airbus to obtain approved repair instructions and accomplish those instructions accordingly.</p>	Affected aeroplanes:	Compliance Time, whichever occurs later, (a) or (b):	A320-111	<p>(a) At the next scheduled maintenance opportunity of centre tank entry, but without exceeding the accumulation of 35 200 Flight Cycles (FC) or 33 700 Flight Hours (FH) since aeroplane first flight, whichever occurs first.</p> <p>(b) Within 6 000 FH, or 4 500 FC, or 20 months, whichever occurs first after the effective date of this AD.</p>	A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232 and A320-233	<p>(a) At the next scheduled maintenance opportunity of centre tank entry, but without exceeding the accumulation of 34 100 FC or 52 700 FH since aeroplane first flight, whichever occurs first.</p> <p>(b) Within 6 000 FH, or 4 500 FC, or 20 months, whichever occurs first after the effective date of this AD.</p>
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<p>Ref. Publications:</p>	<p>Airbus SB A320-57-1149 at original issue dated 01 April 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>						
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 19 September 2011. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive 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 – EIAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com. 						