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| EASA | NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE |
|  | <p>PAD No.: 11-091R1</p> <p>Date: 13 June 2013</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> | |
| Design Approval Holder's Name: AIRBUS | Type/Model designation(s): A320 aeroplanes |
| TCDS Number: EASA.A.064 | |
| Foreign AD: Not Applicable | |
| Supersedure: None | |
| ATA 57 | Wings – Centre Wing Box Struts – Inspection / Repair |
| Manufacturer(s): | Airbus (formerly Airbus Industrie) |
| Applicability: | Airbus A320-111, A320-211, A320-212 and A320-231 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. Investigation results 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>On 22 August 2011, EASA published PAD 11-091 that proposed to require 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> <p>Since that PAD was issued, the compliance times (threshold and repeat interval) have been re-calculated and for this reason, PAD 11-091 is revised for additional public consultation. In addition, the Applicability has been updated by removing A320-214, A320-215, A320-216, A320-232 and A320-233 models, based on the fact that none of these Models has an affected MSN and the affected parts are not transferable to another Model.</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 16 800 flight cycles (FC) or 33 600 flight hours (FH), whichever occurs first, accomplish 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 Revision 01.</p> <p style="text-align: center;">Table 1 – Inspection Threshold</p> <table border="1" data-bbox="539 432 1388 808"> <thead> <tr> <th></th><th>Compliance Time, whichever occurs later, A, B or C:</th></tr> </thead> <tbody> <tr> <td>A</td><td>Before accumulating 31 700 FC or 63400 FH, whichever occurs first since aeroplane first flight</td></tr> <tr> <td>B</td><td>Before accumulating 16 800 FC or 33 600 FH, whichever occurs first since last inspection per Airbus SB A320-57-1149 original issue or Revision 01</td></tr> <tr> <td>C</td><td>Within 1 250 FC or 2 500 FH, whichever occurs first after the effective date of this AD</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 Revision 01) are detected, before next flight, contact Airbus to obtain approved repair instructions and accomplish those instructions, including any follow-on actions, as applicable, accordingly.</p> | | Compliance Time, whichever occurs later, A, B or C: | A | Before accumulating 31 700 FC or 63400 FH, whichever occurs first since aeroplane first flight | B | Before accumulating 16 800 FC or 33 600 FH, whichever occurs first since last inspection per Airbus SB A320-57-1149 original issue or Revision 01 | C | Within 1 250 FC or 2 500 FH, whichever occurs first after the effective date of this AD |
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| <p>Ref. Publications:</p> | <p>Airbus SB A320-57-1149 at original issue dated 01 April 2008, or Revision 01 dated 12 February 2013.</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 11 July 2013. 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. | | | | | | | | |