

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 11-112 Date: 03 November 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, A320 and A321 aeroplanes
TCDS Number : EASA.A.064	
Foreign AD : Not applicable	
Supersedure : None	
ATA 53	Fuselage – Windshield Central Lower Node Continuity Fittings – Inspection / Repair
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A319-112, A319-113, A319-132, A320-211, A320-212, A320-214, A320-231, A320-232, A321-111 and A321-131 aeroplanes models, manufacturer serial numbers 0259, 0260, 0264, 0266 to 0270 inclusive, 0275, 0276, 0278, 0287, 0296, 0300, 0303, 0312, 0320, 0321, 0323, 0325, 0328, 0332, 0334, 0335, 0337, 0346, 0352, 0353, 0356, 0365, 0369, 0375, 0377, 0382, 0383, 0396, 0398, 0401, 0412, 0413, 0416, 0419, 0421, 0431, 0432, 0438, 0440, 0441, 0445, 0453, 0458, 0459, 0466, 0468, 0473, 0474, 0482, 0484, 0491, 0493, 0497, 0498, 0501, 0502, 0505, 0507, 0509, 0518, 0520, 0521, 0529, 0531, 0534, 0537, 0538, 0544, 0549, 0554, 0555, 0560, 0563, 0577, 0578, 0585, 0598, 0600, 0608, 0612, 0618, 0621, 0625, 0637, 0660, 0685, 0976, 1010, 1092, 1096, 1103, 1139, 1143, 1158, 1251, 1356 and 1511.
Reason:	One operator reported finding two fatigue cracks on continuity fittings at left-hand (LH) and right-hand (RH) side at the front windshield lower framing on an A319 aeroplane on which Airbus modification (mod.) 22058 had been embodied in production. Airbus mod. 22058 (which is included in Airbus mod. 21999) was introduced to improve the fatigue strength of the windshield front framing by increasing the thickness of framing flanges adjacent to the concerned fittings. Further analyses have demonstrated that the damage tolerance and fatigue requirements of JAR 25.571 (b) are not met on aeroplanes in post-mod.22058 configuration. This condition, if not detected and corrected, could reduce the structural integrity of the affected aeroplanes.

	For the reasons describe above, this AD requires, as a first step, for aeroplanes that are above or close to the threshold, a one-time High Frequency Eddy Current (HFEC) inspection of the windshield central lower node continuity fittings to detect cracks, the reporting of the inspection results and, depending on findings, the accomplishment of associated corrective actions. This inspection will be extended to all post mod. 22058 and post mod. 21999 Airbus A318/A319/ A320/A321 aeroplanes with repetitive inspection requirements in the next Airbus A318/A319/ A320/A321 Airworthiness Limitations Section (ALS) part 2 revision.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Before the accumulation of 34 000 flight cycles (FC) since aeroplane first flight, or within 4 500 FC after the effective date of this AD, whichever occurs later, accomplish an HFEC inspection of the windshield central lower node continuity fittings at left-hand (LH) and right-hand (RH) side, in accordance with the accomplishment instructions of Airbus SB A320-53-1245 revision 1. (2) If, during the HFEC inspection as required by paragraph (1) of this AD, cracks are detected, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly. (3) Within 10 days after the accomplishment of the HFEC inspection as required by paragraph (1) of this AD, report the results, including no findings, to Airbus. (4) Aeroplanes which have passed the HFEC inspection and applied the associated corrective actions before the effective date of this AD, in accordance with the accomplishment instructions of Airbus SB A320-53-1245 at original issue, are compliant with the requirements of paragraphs (1) and (2) of this AD.
Ref. Publications:	Airbus Service Bulletin A320-53-1245 Revision 01 dated 17 May 2011. 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 01 December 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.