

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 11-113 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) : A320 and A321 aeroplanes
TCDS Number : EASA.A.064	
Foreign AD : Not applicable	
Supersedure : None	
ATA 53	Fuselage – Forward Fuselage Frame (FR) 24 – Inspection / Repair
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A320-214, A320-216, A320-232, A320-233, A321-211, A321-213 and A321-231 aeroplanes, manufacturer serial number (MSN) 4338, 4371, 4374, 4375, 4377, 4381 to 4384 inclusive, 4386, 4387, 4388, 4390 to 4402 inclusive, 4404 to 4409 inclusive, 4411 to 4417 inclusive, 4419, 4420, 4421, 4423, 4424, 4426, 4429 to 4436 inclusive, 4438 to 4443 inclusive, 4445 to 4450 inclusive, 4453, 4454, 4456 to 4469 inclusive, 4471, 4472, 4474 to 4481 inclusive, 4483 to 4498 inclusive, 4500, 4504, 4505, 4506 and 4509.
Reason:	During a quality check in production of an A320 family aeroplane, it was discovered that a fastener was missing at FR 24 between stringer (STRG) 25 and STRG 26 on the right-hand (RH) side. The purpose of the missing fastener, a 4 mm diameter aluminium rivet, Part Number (P/N) ASNA2050DXJ040, is to connect the FR 24 to the FR 24 Tee. The hole where the fastener was missing was not drilled. Further investigations revealed that the drilling was missing on the milling grid used for frame assembly of a limited group of aeroplanes. This condition, if not corrected, could impair the structural integrity of the affected aeroplanes. For the reasons described above, this AD requires a special detailed inspection (SDI) of the affected area, and the accomplishment of the associated corrective actions.
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 24 000 flight cycles (FC) since the aeroplane first flight, accomplish an SDI for cracks of the two adjacent fastener holes at FR 24 between STRG 25 and STRG 26 RH side, in accordance with the instructions of Airbus Service Bulletin (SB) A320-53-1247. (2) If, during the SDI as required by paragraph (1) of this AD, no crack is found, before the accumulation of 24 000 FC since the aeroplane first flight, accomplish the corrective actions (repair) in accordance with the instructions of Airbus SB A320-53-1247. (3) If, during the SDI as required by paragraph (1) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.
Ref. Publications:	Airbus Service Bulletin A320-53-1247 original issue, dated 15 July 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.