


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 12-022R1</b></p> <p><b>Date: 05 June 2012</b></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>	
<b>Type Approval Holder's Name :</b> AIRBUS	<b>Type/Model designation(s) :</b> A318, A319, A320 and A321 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	None
Supersedure:	This AD supersedes EASA AD 2007-0276R1 dated 18 March 2010, including the two corrections, both dated 12 April 2010.
<b>ATA 25</b>	<b>Equipment / Furnishing – 80VU Rack Attachments – Inspection / Repair / Replacement</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification 34804 has been embodied in production.
Reason:	<p>Damage to the lower lateral fittings of the 80VU rack, typically elongated holes, migrated bushes, and/or missing bolts have been reported on in-service aeroplanes. The 80VU rack contains computers for flight controls, communication and radio-navigation. In addition, damage to the lower central support fitting (including cracking) has been reported.</p> <p>Failure of the 80VU fittings, in combination with a high load factor or strong vibration, could lead to failure of the rack structure and/or computers or rupture/disconnection of the cable harnesses to one or more computers located in the 80VU rack. Even though the computer functions are duplicated across other racks, multiple system failures or (partial) disconnection of systems, if occurring during a critical phase of flight, could result in reduced control of the aeroplane.</p> <p>To address this potential unsafe condition, EASA issued AD 2007-0276 to require repetitive inspections of the lower lateral 80VU fittings and the lower central 80VU support and, depending on findings, the accomplishment of corrective actions. AD 2007-0276 was revised to introduce a reinforced lower</p>

	<p>central support as an optional terminating action for the repetitive inspections.</p> <p>Since issuance of EASA AD 2007-0276R1, and prompted by in-service experience, the previous inspection programme has been reassessed. As a result, this AD supersedes EASA AD 2007-0276R1 and requires implementation of an amended inspection programme with a reduced inspection threshold.</p> <p>New conditions of inspection for a new finding on the lower central fitting attachment (crack in the lower of the lateral flanges), and a new visual inspection of the upper fittings and shelves of the 80VU are introduced by this inspection programme. In addition, the replacement of a cracked lateral fitting or central support with a lateral fitting or central support having the same part number is no longer preferable as corrective action. Instead, the installation of the reinforced lower central support is now defined as optional terminating action for the repetitive inspections required by this AD.</p> <p>This PAD has been republished to clarify the requirements for aeroplanes which have been inspected, before the effective date of this AD, in accordance with the instructions of Airbus SB A320-25A1555 at original issue or Revision 01 or Revision 02, and on which findings have been recorded.</p>										
Effective Date:	[TBD: 14 days after final AD issue date]										
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously :</p> <p>(1) <b>Special detailed inspection of the 80VU rack lower lateral fittings:</b></p> <p>Aeroplanes fitted with the 80VU rack lower lateral fittings modified in accordance with the instructions of Airbus SB A320-25-1557 original issue, Revision 01 or Revision 02 are not affected by the inspections required by paragraph (1) of this AD.</p> <p>(1.1) Within the threshold indicated in Table 1 of this AD, as applicable, and thereafter at interval not to exceed 500 FC, accomplish a special detailed (boroscope) inspection of the 80VU rack lower lateral fittings, in accordance with the instructions of Airbus Service Bulletin (SB) A320-25A1555 Revision 03.</p> <p style="text-align: center;"><b>Table 1 – Special Detailed inspection threshold</b></p> <table border="1"> <thead> <tr> <th colspan="2">Compliance Time – A, B, C or D, whichever occurs later:</th></tr> </thead> <tbody> <tr> <td>A</td><td>Before accumulating 20 000 flight cycles (FC) from the aeroplane first flight, or within 750 FC after the effective date of this AD, whichever occurs later, without exceeding 24 000 FC.</td></tr> <tr> <td>B</td><td>Within 20 000 FC after the last repair or replacement of the 80VU rack lower lateral fittings in accordance with the instructions of Airbus SB A320-25A1555 at original issue or Revision 01 or Revision 02.</td></tr> <tr> <td>C</td><td>Within 500 FC after the effective date of this AD, without exceeding 4 500 FC after the last inspection of the 80VU rack lower lateral fittings in accordance with the instructions of Airbus SB A320-25A1555 at original issue or Revision 01 or Revision 02.</td></tr> <tr> <td>D</td><td>Within 500 FC after 09 November 2007 [the effective date of EASA AD 2007-0276]</td></tr> </tbody> </table> <p>(1.2) Depending on findings during the inspection as required by paragraph (1.1) of this AD, and within the compliance time(s) specified in Airbus SB A320-25A1555 Revision 03, as applicable, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A320-25A1555 Revision 03, or modify the aeroplane, in accordance with the instructions of Airbus SB A320-</p>	Compliance Time – A, B, C or D, whichever occurs later:		A	Before accumulating 20 000 flight cycles (FC) from the aeroplane first flight, or within 750 FC after the effective date of this AD, whichever occurs later, without exceeding 24 000 FC.	B	Within 20 000 FC after the last repair or replacement of the 80VU rack lower lateral fittings in accordance with the instructions of Airbus SB A320-25A1555 at original issue or Revision 01 or Revision 02.	C	Within 500 FC after the effective date of this AD, without exceeding 4 500 FC after the last inspection of the 80VU rack lower lateral fittings in accordance with the instructions of Airbus SB A320-25A1555 at original issue or Revision 01 or Revision 02.	D	Within 500 FC after 09 November 2007 [the effective date of EASA AD 2007-0276]
Compliance Time – A, B, C or D, whichever occurs later:											
A	Before accumulating 20 000 flight cycles (FC) from the aeroplane first flight, or within 750 FC after the effective date of this AD, whichever occurs later, without exceeding 24 000 FC.										
B	Within 20 000 FC after the last repair or replacement of the 80VU rack lower lateral fittings in accordance with the instructions of Airbus SB A320-25A1555 at original issue or Revision 01 or Revision 02.										
C	Within 500 FC after the effective date of this AD, without exceeding 4 500 FC after the last inspection of the 80VU rack lower lateral fittings in accordance with the instructions of Airbus SB A320-25A1555 at original issue or Revision 01 or Revision 02.										
D	Within 500 FC after 09 November 2007 [the effective date of EASA AD 2007-0276]										

53-1215 and SB A320-25-1557 Revision 02.

**(2) Special Detailed inspection of the 80VU rack lower central support:**

Aeroplanes fitted with the 80VU rack lower central support modified in accordance with the instructions of Airbus SB A320-53-1215 are not affected by the inspections required by paragraph (2) of this AD.

- (2.1) Within the threshold indicated in Table 2 of this AD, as applicable, and thereafter at interval not to exceed 500 FC, accomplish a special detailed (boroscope) inspection of the 80VU rack lower central support to detect cracks, in accordance with the instructions of Airbus SB A320-25A1555 Revision 03.

**Table 2 – Special Detailed inspection threshold**

Compliance Time – A, B, C, D, E or F, whichever occurs later:	
A	Before accumulating 20 000 FC from the aeroplane first flight, or within 750 FC after the effective date of this AD, whichever occurs later, without exceeding 24 000 FC.
B	Within 20 000 FC after the last repair or replacement of the 80VU rack lower central support in accordance with the instructions of Airbus SB A320-25A1555 at original issue or Revision 01 or Revision 02
C	Within 20 000 FC after modification of the 80VU rack lower central support in accordance with the instructions of Airbus SB A320-25-1557 original issue or Revision 01.
D	Within 500 FC after the effective date of this AD, without exceeding 4500 FC after the last inspection of the 80VU rack lower central support in accordance with the instructions of Airbus SB A320-25A1555 at original issue or Revision 01 or Revision 02, provided the lower central support has not yet accumulated, on the effective date of this AD, 30 000 FC.
E	Within 500 FC after the last inspection of the 80VU rack lower central support in accordance with the instructions of Airbus SB A320-25A1555 at original issue or Revision 01 or Revision 02, if the lower central support has accumulated, on the effective date of this AD, 30 000 FC or more.
F	Within 500 FC after 09 November 2007 [the effective date of EASA AD 2007-0276].

- (2.2) Depending on findings during the inspection as required by paragraph (2.1) of this AD, and within the compliance time(s) specified in Airbus SB A320-25A1555 Revision 03, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A320-25A1555 Revision 03, or modify the aeroplane, in accordance with the instructions of Airbus SB A320-53-1215 and SB A320-25-1557 Revision 02.

- (3) Concurrent with each special detailed inspection, as required by paragraphs (1) or (2) of this AD, as applicable, accomplish a special detailed (boroscope) inspection of the upper fittings and shelves of the 80VU rack, in accordance with the instructions of Airbus SB A320-25A1555 Revision 03. If any discrepancy is found, before next flight, contact Airbus for approved corrective action instructions and accomplish those instructions accordingly.
- (4) For aeroplanes which have been inspected, before the effective date of this AD, in accordance with the instructions of Airbus SB A320-25A1555

	<p>at original issue or Revision 01 or Revision 02, and on which findings have been recorded, within 500 FC after the effective date of this AD, without exceeding the compliance time(s) previously required by paragraphs (1.3) and (2.3), as applicable, of EASA AD 2007-0276R1, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A320-25A1555 Revision 03, or modify the aeroplane as specified in paragraph (5) of this AD.</p> <p>(5) Modification of an aeroplane in accordance with the instructions of Airbus SB A320-53-1215 and SB A320-25-1557 Revision 02 constitutes terminating action for the repetitive inspections required by this AD for that aeroplane.</p>
Ref. Publications:	<p>Airbus SB A320-25A1555 Revision 03 dated 28 February 2012.</p> <p>Airbus SB A320-25-1557 Original issue dated 14 June 2007, Revision 01 dated 07 February 2008, and Revision 02 dated 05 November 2008.</p> <p>Airbus SB A320-53-1215 Original issue dated 05 November 2008.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 19 June 2012.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAS E-mail: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</li> </ol>