

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 12-059 Date: 05 June 2012 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.	
Design Approval Holder's Name : AIRBUS	Type/Model designation(s) : A318 and A319 aeroplanes
TCDS Number : EASA.A.064	
Foreign AD : Not applicable	
Supersedure : None	
ATA 53	Fuselage – Forward Fuselage Frame (FR) 24 Circumferential Junction – Inspection / Repair
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A318-112, A319-111, A319-112, A319-115, A319-132 and A319-133 aeroplane models, manufacturer serial numbers 3983, 3985, 3998, 4000, 4004, 4007, 4018, 4020, 4029, 4036, 4038, 4039, 4040, 4048, 4052, 4056, 4069, 4071, 4076, 4080, 4087, 4089, 4121, 4125, 4127, 4129, 4132, 4141, 4151, 4163, 4164, 4166, 4169, 4171, 4182, 4192, 4200, 4204, 4211, 4215, 4222, 4227, 4228, 4254, 4256, 4258, 4259, 4262, 4268, 4275, 4282, 4285, 4287, 4301, 4313, 4319, 4327, 4332 and 4336.
Reason:	During a ground inspection of an A319 aeroplane in production, it was discovered that one fastener was missing at stringer (STGR) 39 on the right-hand (RH) side of FR24 (Section 13-14 side). The hole of the missing fastener was not drilled. The missing fastener, a 4.8 mm diameter titanium bolt, Part Number (P/N) EN 6114 V3-7, should connect the cargo door keel beam foot to the circumferential butt-strap and the section 13-14 lower shell panel. Further investigations have revealed that the missing fastener has not been installed on a limited number of aeroplanes in production, due to incorrect production instructions. 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, depending on findings, the accomplishment of applicable 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) Within the threshold indicated in Table 1 of this AD as applicable to the aeroplane configuration, accomplish a visual inspection of the fastener at FR34 STGR 39 RH, in accordance with the instructions of Airbus Service Bulletin (SB) A320-53-1242. Table 1 : Inspection threshold <table border="1" data-bbox="568 432 1453 976"> <thead> <tr> <th>Aeroplane Configuration</th><th>Inspection Threshold</th></tr> </thead> <tbody> <tr> <td>A319 aeroplanes except MSN 4151, 4228 and 4319, and A318 aeroplanes, pre-mod 39195, and on which Airbus SB A320-00-1219 has not been embodied in service.</td><td>Before the accumulation of 5 000 flight cycles (FC) since the aeroplane first flight, or within 4 300 FC after the effective date of this AD, whichever occurs later.</td></tr> <tr> <td>A318 aeroplanes, post-mod 39195, and on which Airbus SB A320-00-1219 has been embodied in service.</td><td>Before the accumulation of 3 000 FC since the aeroplane first flight.</td></tr> <tr> <td>A319 aeroplanes, MSN 4151, 4228 and 4319 (post-mod 28238, 28162 and 28342)</td><td>Before the accumulation of 2 500 FC since the aeroplane first flight.</td></tr> </tbody> </table> (2) If, during the visual inspection as required by paragraph (1) of this AD, the fastener is found missing, within the compliance time indicated in Table 1 of this AD, as applicable, accomplish a SDI of the five holes surrounding the missing fastener at FR24 STGR 39 RH side to detect any crack, in accordance with the instructions of Airbus SB A320-53-1242. (3) If, during the SDI as required by paragraph (2) of this AD, no crack is found, within the compliance time indicated in Table 1 of this AD, apply the corrective actions (repair) in accordance with the instructions of Airbus SB A320-53-1242. (4) If, during the SDI as required by paragraph (2) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.	Aeroplane Configuration	Inspection Threshold	A319 aeroplanes except MSN 4151, 4228 and 4319, and A318 aeroplanes, pre-mod 39195, and on which Airbus SB A320-00-1219 has not been embodied in service.	Before the accumulation of 5 000 flight cycles (FC) since the aeroplane first flight, or within 4 300 FC after the effective date of this AD, whichever occurs later.	A318 aeroplanes, post-mod 39195, and on which Airbus SB A320-00-1219 has been embodied in service.	Before the accumulation of 3 000 FC since the aeroplane first flight.	A319 aeroplanes, MSN 4151, 4228 and 4319 (post-mod 28238, 28162 and 28342)	Before the accumulation of 2 500 FC since the aeroplane first flight.
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Ref. Publications:	Airbus SB A320-53-1242 original issue, dated 22 May 2012. Airbus SB A320-00-1219 original issue dated 09 November 2010, Revision 01 dated 08 December 2010, Revision 02 dated 06 September 2011 or Revision 03 dated 28 March 2012. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.								
Remarks :	1. This Proposed AD will be closed for consultation on 03 July 2012. 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.								