


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-025R1</p> <p>Date: 04 September 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>	
<p>Design Approval Holder's Name:</p> <p>AIRBUS</p>	<p>Type/Model designation(s):</p> <p>A318, A319, A320 and A321 aeroplanes</p>
TCDS Number:	EASA.A.064
Foreign AD:	Not Applicable
Supersedure:	None
ATA 53	Fuselage – Side Box Beam Flange in Frame 43 Area – Inspection / Repair / Modification
Manufacturer(s):	Airbus (Formerly Airbus Industries)
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 on which Airbus modification (mod.) 21202 has been embodied in production, except those on which mod.152569 has been embodied in production.
Reason:	<p>During the full scale fatigue test campaign of the A320 family type design, a crack was reported in the fuselage side box beam flange at frame (FR) 43 level, both sides.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.</p> <p>Since PAD 13-025 was issued, it has been decided that the terminating action, as provided by Airbus Service Bulletin (SB) A320-53-1251, must be made mandatory. This PAD is revised to add that requirement, as well as to correct the Applicability, and is re-published for additional consultation.</p> <p>For the reason describe above, this AD requires repetitive inspections of the fuselage side box beam flange at FR43, and, depending on findings, corrective action(s). This AD also requires a modification, which constitutes terminating action for the repetitive inspections required by this AD.</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) Within the compliance time defined in Table 1 of this AD, as applicable, and thereafter at intervals not to exceed 7 500 flight cycles (FC) or 15 000 flight hours (FH), whichever occurs first, accomplish a rototest inspection of Stiffener 15 side box beam flange on left hand and right hand sides in FR43 area in accordance with the instructions of Airbus SB A320-53-1258.</p> <p style="text-align: center;">Table 1 - Initial inspection</p> <table border="1"> <thead> <tr> <th></th><th>Compliance time (whichever occurs later, A or B)</th></tr> </thead> <tbody> <tr> <td>A</td><td>Before exceeding 24 000 FC or 48 000 FH, whichever occurs first since aeroplane first flight</td></tr> <tr> <td>B</td><td>Within 3 000 FC or 6 000 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, a crack is detected, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.</p> <p>(3) Before exceeding 48 000 FC or 96 000 FH, whichever occurs first since aeroplane first flight, modify the aeroplane in accordance with the instructions of Airbus SB A320-53-1251.</p> <p>(4) Modification of an aeroplane as required by paragraph (3) of this AD constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.</p>		Compliance time (whichever occurs later, A or B)	A	Before exceeding 24 000 FC or 48 000 FH, whichever occurs first since aeroplane first flight	B	Within 3 000 FC or 6 000 FH, whichever occurs first after the effective date of this AD
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Ref. Publications:	<p>Airbus SB A320-53-1258 Original Issue dated 18 October 2012.</p> <p>Airbus SB A320-53-1251 Original Issue dated 16 November 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>						
Remarks:	<p>1. This Proposed AD will be closed for consultation on 02 October 2013.</p> <p>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.</p> <p>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.</p>						