

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 13-070 Date: 07 June 2013 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): A320 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	This AD supersedes DGAC France AD 2002-183 dated 03 April 2002.
ATA 53	Fuselage – Center Fuselage Transition and Pick Up Angle – Inspection / Modification
Manufacturer(s):	Airbus (Formerly Airbus Industrie)
Applicability:	Airbus A320-111, A320-211, A320-212 and A320-231 aeroplanes, all manufacturer serial numbers, except those on which Airbus Modification 21202 has been embodied in production.
Reason:	During the A320 fatigue test campaign, it has been determined that fatigue damage could appear on the transition and pick-up angle between Frame (FR) 35 and FR36. This condition, if not detected and corrected, could affect the structural integrity of the aeroplane. To address this potential unsafe condition, DGAC France issued AD 2002-183, to require repetitive inspections of the center fuselage pick-up angle between FR35 and FR36, below stringer 30, left hand (LH) and right hand (RH) sides, and, depending on findings, accomplishment of applicable corrective action(s). Since that AD was issued, a modification was developed, which has been published through Airbus Service Bulletin (SB) A320-53-1027 for in-service application, introducing additional washers below the riveting, which constitutes terminating action for the repetitive inspections. For the reasons described above, this AD retains the requirements of DGAC France AD 2002-183, which is superseded, and requires modification of the transition and pick-up angle between FR35 and FR36.
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Re-statement of DGAC France AD 2002-183 requirements: (1) Within the compliance time as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 10 400 flight hours (FH) or 24 600 flight cycles (FC), whichever occurs first, inspect the center fuselage transition and pick-up angle between FR35 and FR36 below stringer 30 LH and RH hand side in accordance with the instructions of Airbus SB A320-53-1028 Revision 01. Table 1 – Initial Inspection <table border="1" data-bbox="568 510 1461 824"> <thead> <tr> <th></th><th>Compliance Time (whichever occurs later, A, B or C)</th></tr> </thead> <tbody> <tr> <td>A</td><td>Before exceeding 10 400 FC or 24 600 FH, whichever occurs first since aeroplane first flight.</td></tr> <tr> <td>B</td><td>Within 3 500 FC after 13 April 2002 [the effective date of DGAC France AD 2002-183], but not exceeding 16 000 FC since aeroplane first flight.</td></tr> <tr> <td>C</td><td>Within 12 000 FC after the last inspection as previously required by DGAC France AD 95-097-065.</td></tr> </tbody> </table> (2) If, during any inspection as required by paragraph (1) of this AD, fatigue damage is detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A320-53-1028 Revision 01. New requirements of this AD: (3) Before accumulation of 40 000 FC since the aeroplane first flight, or within 1 500 FC after the effective date of this AD, whichever occurs later, but not exceeding 48 000 FC since aeroplane first flight, modify the aeroplane by installation of washers between the transition pick-up angle and the pin nuts in accordance with the instructions of Airbus SB A320-53-1027 Revision 03. (4) Modification of an aeroplane before the effective date of this AD in accordance with the instructions of Airbus SB A320-53-1027 at original issue, or Revision 01, or Revision 02, is acceptable to comply with the requirements of paragraph (3) of this AD for that aeroplane. (5) 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.		Compliance Time (whichever occurs later, A, B or C)	A	Before exceeding 10 400 FC or 24 600 FH, whichever occurs first since aeroplane first flight.	B	Within 3 500 FC after 13 April 2002 [the effective date of DGAC France AD 2002-183], but not exceeding 16 000 FC since aeroplane first flight.	C	Within 12 000 FC after the last inspection as previously required by DGAC France AD 95-097-065.
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Ref. Publications:	Airbus SB A320-53-1027 original issue dated 01 March 1994, or Revision 01 dated 05 September 1994, or Revision 02 dated 08 June 1995, or Revision 03 dated 03 February 2012. Airbus SB A320-53-1028 Revision 01 dated 12 February 2002. 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 05 July 2013. 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.								