


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 13-091</b></p> <p><b>Date: 02 July 2013</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>	
<p><b>Design Approval Holder's Name:</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s):</b></p> <p>A320 aeroplanes</p>
TCDS Number:	EASA.A.064
Foreign AD:	Not Applicable
Supersedure:	None
<b>ATA 53</b>	<b>Fuselage – Frame 47 Splice Plate Butt Joint Crossing Area – Inspection / Repair</b>
Manufacturer(s):	Airbus (Formerly Airbus Industries)
Applicability:	Airbus A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, and A320-233 aeroplanes, all manufacturer serial numbers, except those on which Airbus Modification (Mod) 31012 has been embodied in production.
Reason:	<p>During the full scale fatigue test on A320-200, cracks were reported at the splice plate of the frame (FR) 47 butt joint crossing area, both sides.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.</p> <p>Prompted by these findings, Airbus developed Mod 31012 and introduced this on the production line to modify the current 2 fastener row butt joint into a 3 fastener row butt joint to prevent further damage. For in-service aeroplanes, a corresponding modification has been developed, published as Airbus Service Bulletin (SB) A320-53-1271.</p> <p>For the reason describe above, this AD requires repetitive special detailed inspections (SDI) of the splice plate of the FR47 butt joint crossing area and, depending on findings, accomplishment of applicable corrective action(s).</p> <p>This AD also introduces an optional modification, which constitutes terminating action for the repetitive SDI required by this AD.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance times defined in Table 1 of this AD, as applicable, and thereafter at intervals not to exceed 14 800 flight cycles (FC) or 29 600 flight hours (FH), whichever occurs first, accomplish a SDI of the splice plate of FR47 butt joint crossing area (both sides) in accordance with the instructions of Airbus SB A320-53-1260.</p> <p style="text-align: center;">Table 1 - Initial inspection</p> <table border="1" data-bbox="568 432 1444 963"> <thead> <tr> <th data-bbox="568 432 1043 568"><b>Time accumulated, on the effective date of this AD</b> (whichever occurs first since aeroplane first flight)</th><th data-bbox="1043 432 1444 568"><b>Compliance time</b> (whichever occurs first)</th></tr> </thead> <tbody> <tr> <td data-bbox="568 568 1043 680">Equal to or more than 44 000 FC or 88 000 FH</td><td data-bbox="1043 568 1444 680">within 1 500 FC or 3 000 FH after the effective date of this AD</td></tr> <tr> <td data-bbox="568 680 1043 853">Equal to or more than 27 700 FC or 55 400 FH, but less than 44 000 FC or 88 000 FH</td><td data-bbox="1043 680 1444 853">Within 3 000 FC or 6 000 FH after the effective date of this AD, without exceeding 45 500 FC or 91 000 FH since aeroplane first flight.</td></tr> <tr> <td data-bbox="568 853 1043 963">Less than 27 700 FC or 55 400 FH</td><td data-bbox="1043 853 1444 963">Before exceeding 30 700 FC or 61 400 FH since aeroplane first flight.</td></tr> </tbody> </table> <p>(2) If, during any SDI as required by paragraph (1) of this AD, damage is detected, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.</p> <p>(3) Modification of an aeroplane in accordance with the instructions of Airbus SB A320-53-1271 constitutes terminating action for the repetitive SDI required by paragraph (1) of this AD.</p>	<b>Time accumulated, on the effective date of this AD</b> (whichever occurs first since aeroplane first flight)	<b>Compliance time</b> (whichever occurs first)	Equal to or more than 44 000 FC or 88 000 FH	within 1 500 FC or 3 000 FH after the effective date of this AD	Equal to or more than 27 700 FC or 55 400 FH, but less than 44 000 FC or 88 000 FH	Within 3 000 FC or 6 000 FH after the effective date of this AD, without exceeding 45 500 FC or 91 000 FH since aeroplane first flight.	Less than 27 700 FC or 55 400 FH	Before exceeding 30 700 FC or 61 400 FH since aeroplane first flight.
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<p>Ref. Publications:</p>	<p>Airbus SB A320-53-1260 original issue, dated 19 December 2012</p> <p>Airbus SB A320-53-1271 original issue, dated 18 December 2012</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>								
<p>Remarks:</p>	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 30 July 2013.</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 PAD, please contact: AIRBUS - Airworthiness Office – EIAS, Fax +33 5 61 93 44 51. E-mail: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</li> </ol>								