


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2013-0226</b></p> <p><b>Date: 23 September 2013</b></p> <p>Note: This Airworthiness Directive (AD) 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>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</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:	This AD supersedes DGAC France AD 95-099-067 dated 24 May 1995.
<b>ATA 57</b>	<b>Wings – Center Section / Pressurized Floor Fittings at Frame 36 Junction – Inspection</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A320-211, A320-212 and A320-231 aeroplanes, manufacturer serial numbers (MSN) up to 0104 inclusive.
Reason:	<p>During center fuselage certification full scale fatigue test, damage was found on the pressurized floor fittings at Frame 36, below the lower surface panel.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.</p> <p>To prevent such damage, Airbus developed modification 21282, which was introduced in production from MSN 0105, to reinforce the pressurized floor fitting lower surface by changing material. For affected in-service aeroplanes, Airbus issued Service Bulletin (SB) A320-57-1028, introducing repetitive inspections, and SB A320-57-1029, which provides modification instructions.</p> <p>DGAC France issued AD 95-099-067 to require these repetitive inspections and, depending on findings, corrective action(s), while the modification was specified in that AD as optional terminating action for these inspections.</p> <p>Following new analysis in the frame of ESG (Extended Service Goal) exercise, the inspection thresholds and intervals have been revised to meet the original DSG (Design Service Goal).</p> <p>For the reasons described above, this AD retains the requirements of DGAC France AD 95-099-067, which is superseded, but requires these actions within reduced compliance times.</p>
Effective Date:	07 October 2013

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Initially, within the compliance time defined in Table 1 of this AD, as applicable, and thereafter at intervals not to exceed 9 300 flight cycles (FC) or 18 600 flight hours (FH), whichever occurs first, accomplish a detailed inspection of the 6 fittings of the pressurized floor at Frame 36, under lower surface panel in accordance with the instructions of Airbus SB A320-57-1028.</p> <p style="text-align: center;">Table 1: Initial Inspection</p> <table border="1" data-bbox="571 461 1445 779"> <thead> <tr> <th colspan="2">Compliance time: whichever occurs later, A, B or C</th></tr> </thead> <tbody> <tr> <td style="text-align: center;"><b>A</b></td><td>Before accumulation of 20 900 FC or 41 800 FH, whichever occurs first since aeroplane first flight</td></tr> <tr> <td style="text-align: center;"><b>B</b></td><td>Within 9 300 FC or 18 600 FH, whichever occurs first since last Airbus SB A320-57-1028 inspection</td></tr> <tr> <td style="text-align: center;"><b>C</b></td><td>Within 1 250 FC or 2 500 FH, whichever occurs first after the effective date of this AD, without exceeding 12 000 FC from last Airbus SB A320-57-1028 inspection</td></tr> </tbody> </table> <p>(2) If, during any inspection as required by paragraph (1) of this AD, damage is found, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified in these instructions, accomplish the repair accordingly, including any specified follow-on actions, as applicable.</p> <p>(3) Modification of an aeroplane in accordance with the instructions of Airbus SB A320-57-1029 constitutes terminating action for the inspections as required by paragraph (1) of this AD for that aeroplane.</p>	Compliance time: whichever occurs later, A, B or C		<b>A</b>	Before accumulation of 20 900 FC or 41 800 FH, whichever occurs first since aeroplane first flight	<b>B</b>	Within 9 300 FC or 18 600 FH, whichever occurs first since last Airbus SB A320-57-1028 inspection	<b>C</b>	Within 1 250 FC or 2 500 FH, whichever occurs first after the effective date of this AD, without exceeding 12 000 FC from last Airbus SB A320-57-1028 inspection
Compliance time: whichever occurs later, A, B or C									
<b>A</b>	Before accumulation of 20 900 FC or 41 800 FH, whichever occurs first since aeroplane first flight								
<b>B</b>	Within 9 300 FC or 18 600 FH, whichever occurs first since last Airbus SB A320-57-1028 inspection								
<b>C</b>	Within 1 250 FC or 2 500 FH, whichever occurs first after the effective date of this AD, without exceeding 12 000 FC from last Airbus SB A320-57-1028 inspection								
<p>Ref. Publications:</p>	<p>Airbus SB A320-57-1028 dated 12 August 1991, or Revision 01 dated 19 April 1996, or Revision 02 dated 03 June 2013.</p> <p>Airbus SB A320-57-1029 dated 12 August 1991, or Revision 01 dated 10 November 1992, or Revision 02 dated 16 June 1999.</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>If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>This AD was posted on 21 August 2013 as PAD 13-124 for consultation until 18 September 2013. No comments were received during the consultation period.</li> <li>Enquiries regarding this AD 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>For any question concerning the technical content of the requirements in this AD, 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>								