


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-124</p> <p>Date: 21 August 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>	
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 95-099-067 dated 24 May 1995.	
ATA 57	Wings – Center Section / Pressurized Floor Fittings at Frame 36 Junction – Inspection
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:	[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) 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"> <thead> <tr> <th colspan="2">Compliance time: whichever occurs later, A, B or C</th></tr> </thead> <tbody> <tr> <td>A</td><td>Before accumulation of 20 900 FC or 41 800 FH, whichever occurs first since aeroplane first flight</td></tr> <tr> <td>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>C</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		A	Before accumulation of 20 900 FC or 41 800 FH, whichever occurs first since aeroplane first flight	B	Within 9 300 FC or 18 600 FH, whichever occurs first since last Airbus SB A320-57-1028 inspection	C	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
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C	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								
Ref. Publications:	<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>								
Remarks:	<ol style="list-style-type: none"> This Proposed AD will be closed for consultation on 18 September 2013. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 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. 								