


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 14-020</p> <p>Date: 24 January 2014</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 2002-342 dated 26 June 2002.
ATA 57	Wings – Centre / Lower Panel Surface between Frame (FR)41 and FR42 – Inspection / Repair
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A320-211, A320-212 and A320-231 aeroplanes, all manufacturer serial numbers (MSN), except those on which Airbus Modification (mod) 22418 has been embodied in production.
Reason:	<p>During center fuselage certification full scale test, damage was found in the center wing box (CWB) lower surface panel.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the CWB.</p> <p>To prevent such damage, Airbus developed mod 22418 which consists in shot-peening of the lower panel in the related area. Mod 22418 has been embodied in production from aeroplane MSN 0359. For unmodified in-service aeroplanes, Airbus issued Service Bulletin (SB) A320-57-1082 to introduce repetitive High Frequency Eddy Current (HFEC) inspections on the external face of the center wing box lower panel to detect damage. DGAC France issued AD 2002-342 to require these inspections and, depending on findings, applicable corrective action(s). Airbus also issued SB A320-57-1043 as an optional terminating action for the repetitive inspections required by DGAC France AD 2002-342.</p> <p>Since that AD was issued, the results of a survey, carried out on the A320 family fleet, highlighted some differences between the mission parameters, mainly on the weight of fuel at landing and on the average flight duration, which are higher than those defined for the analysis of the fatigue related tasks.</p> <p>These findings have led to an adjustment of the A320 family reference fatigue mission. Consequently, the threshold and intervals of these repetitive</p>

	<p>inspections have been revised and a new threshold figure expressed in flight hours (FH) has been established.</p> <p>In addition, it has been identified that, on aeroplanes that have been modified in accordance with Airbus SB A320-57-1043 (Airbus mod 22418P2408) at Revision 05 or an earlier Revision, the shot peening may have been improperly done on the Chromic Acid Anodizing (CAA) protection, which has no fatigue benefit effect. Therefore, the inspections per Airbus SB A320-57-1082 are required again on these aeroplanes.</p> <p>Consequently, new shot peening procedures with proper CAA protection removal instructions have been developed and their embodiment through Airbus SB A320-57-1043 Revision 06 cancels the repetitive inspections per Airbus SB A320-57-1082, as required by DGAC France AD 2002-342.</p> <p>For the reasons described above, this new AD retains the requirements of DGAC France AD 2002-342, which is superseded, but requires these actions to be accomplished within reduced thresholds and intervals. In addition, the optional terminating action provision (SB A320-57-1043) is amended by including reference to the SB at Revision 06.</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) For aeroplanes in pre-SB A320-57-1043 (at any revision) configuration on which a repair has been accomplished in accordance with Airbus SB A320-57-1082 (at any revision up to Revision 03 inclusive): Within 30 days after the effective date of this AD, contact Airbus for approved repair instructions and accomplish those instructions accordingly.</p> <p>(2) For all aeroplanes: Within the compliance times as defined in Table 1 of this AD, as applicable, and thereafter at intervals not to exceed 7 200 flight cycles (FC) or 14 400 FH, whichever occurs first, accomplish a HFEC inspection of the CWB lower surface panel in accordance with instructions of Airbus SB A320-57-1082 Revision 04.</p> <p style="text-align: center;">Table 1 – Initial Inspection</p> <table><tr><th>Aeroplane Configuration</th><th colspan="2">Compliance Time (whichever occurs later, A or B)</th></tr><tr><td rowspan="2">Pre-SB A320-57-1043 (any revision)</td><td>A</td><td>Within 20 700 FC or 41 400 FH, whichever occurs first since aeroplane first flight</td></tr><tr><td>B</td><td>Within 7 200 FC or 14 400 FH, whichever occurs first since last inspection per Airbus SB A320-57-1082 up to Revision 03</td></tr><tr><td rowspan="2">Post-SB A320-57-1043 (any revision up to Revision 05)</td><td>A</td><td>Within 7 200 FC or 14 400 FH, whichever occurs first since embodiment of Airbus SB A320-57-1043</td></tr><tr><td>B</td><td>Within 850 FC or 1 700 FH, whichever occurs first after the effective date of this AD</td></tr></table> <p>(3) If, during any inspection as required by paragraph (2) of this AD, any damage is found, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified in those instructions, accomplish the repair, including any follow-on actions, as applicable, accordingly.</p>	Aeroplane Configuration	Compliance Time (whichever occurs later, A or B)		Pre-SB A320-57-1043 (any revision)	A	Within 20 700 FC or 41 400 FH, whichever occurs first since aeroplane first flight	B	Within 7 200 FC or 14 400 FH, whichever occurs first since last inspection per Airbus SB A320-57-1082 up to Revision 03	Post-SB A320-57-1043 (any revision up to Revision 05)	A	Within 7 200 FC or 14 400 FH, whichever occurs first since embodiment of Airbus SB A320-57-1043	B	Within 850 FC or 1 700 FH, whichever occurs first after the effective date of this AD
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Post-SB A320-57-1043 (any revision up to Revision 05)	A	Within 7 200 FC or 14 400 FH, whichever occurs first since embodiment of Airbus SB A320-57-1043												
	B	Within 850 FC or 1 700 FH, whichever occurs first after the effective date of this AD												

	(4) Modification of an aeroplane in accordance with the instructions of Airbus SB A320-57-1043 Revision 06 constitutes terminating action for the repetitive inspections as required by paragraph (2) of this AD for that aeroplane.
Ref. Publications:	<p>Airbus SB A320-57-1043 original issue dated 16 February 1993, Revision 01 dated 14 June 1996, Revision 02 dated 14 May 1997, Revision 03 dated 24 October 1997, Revision 04 dated 15 March 1999, Revision 05 dated 30 April 2002, or Revision 06 dated 05 December 2013.</p> <p>Airbus SB A320-57-1082 original issue dated 31 October 1996, Revision 01 dated 10 December 1997, Revision 02 dated 26 July 1999, Revision 03 dated 30 April 2002, or Revision 04 dated 05 December 2013</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"> 1. This Proposed AD will be closed for consultation on 21 February 2014. 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.