


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 14-021</p> <p>Date: 27 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 97-311-105 dated 22 October 1997.
ATA 57	Wings – Front Spar Vertical Stringers – Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A320-211, A320-212 and A320-231 aeroplanes, Manufacturer Serial Number (MSN) from 0001 to 0155 inclusive.
Reason:	<p>During center fuselage certification full scale fatigue test, cracks were found on the front vertical stringer at frame 36. Analysis of these findings indicated that a number of in-service aeroplanes could be similarly affected.</p> <p>This condition, if not detected and corrected, could lead to crack propagation and consequent deterioration of the structural integrity of the aeroplane.</p> <p>To address this potential unsafe condition, DGAC France AD 97-311-105 was issued to require repetitive inspections in accordance with the instruction of Airbus Service Bulletin (SB) A320-57-1016. At the same time, the modification provided by Airbus SB A320-57-1017 was considered to be terminating action for the repetitive inspections required by DGAC France AD 97-311-105.</p> <p>Since that AD was issued, and following new analysis, modification per Airbus SB A320-57-1017 is no longer considered to be terminating action for the repetitive inspections as required by DGAC France AD 97-311-105.</p> <p>Aeroplanes with MSN 0080 up to 0155 inclusive have been delivered with the addition of a 5 mm thick light alloy shim under the heads of 2 fasteners at the top end of the front spar vertical stringers (Airbus modification 21290P1546, which is the production line equivalent to in-service modification through Airbus SB A320-57-1017). From MSN 0156 and higher, all aeroplanes are delivered with vertical stiffeners of the forward wing spar upper end with stiffener cap</p>

	<p>thickness increased from 4 to 6mm (Airbus modification 21290P1547).</p> <p>Prompted by these findings, Airbus issued SB A320-57-1178 to introduce new repetitive inspections with new thresholds and intervals.</p> <p>For the reasons described above, DGAC France AD 97-311-105 is superseded and this AD requires the repetitive inspections at new thresholds and intervals.</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 the Appendix 1 of this AD, as applicable, and, thereafter, at intervals not to exceed the values specified in Table 1 of this AD, as applicable, accomplish a High Frequency Eddy Current (HFEC) inspection of the vertical stiffeners radius in accordance with the instructions of the Airbus SB A320-57-1178.</p> <p style="text-align: center;">Table 1 – Repetitive inspections</p> <table border="1"> <thead> <tr> <th>Aeroplane configuration (see definitions in Appendix 1 of this AD)</th><th>Compliance times (flight cycles (FC) or flight hours (FH), whichever occurs first)</th></tr> </thead> <tbody> <tr> <td>configuration 1</td><td>8 800 FC or 17 700 FH</td></tr> <tr> <td>configurations 2, 3 and 4</td><td>24 900 FC or 49 800 FH</td></tr> </tbody> </table> <p>(2) If, during any inspection as required by paragraph (1) 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 (see definitions in Appendix 1 of this AD)	Compliance times (flight cycles (FC) or flight hours (FH), whichever occurs first)	configuration 1	8 800 FC or 17 700 FH	configurations 2, 3 and 4	24 900 FC or 49 800 FH
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Ref. Publications:	<p>Airbus SB A320-57-1016 Revision 02 dated 20 January 1998.</p> <p>Airbus SB A320-57-1017 original issue dated 03 September 1991, or Revision 01 dated 17 March 1997.</p> <p>Airbus SB A320-57-1178 original issue dated 29 October 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 24 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. 						

Appendix 1 – Inspection Threshold

Configuration 1: MSN 0001 to 0079 inclusive, pre-SB A320-57-1017 at original issue or Rev.01

Compliance time (whichever occurs later, A , B or C)	
A	Before exceeding 24 000 FC or 48 000 FH, whichever occurs first since aeroplane first flight
B	Within 8 800 FC or 17 700 FH, whichever occurs first since the last inspection in accordance with Airbus SB A320-57-1016
C	Within 850 FC or 1 700 FH, whichever occurs first after the effective date of this AD, without exceeding 14 000 FC from the last inspection in accordance with Airbus SB A320-57-1016

Configuration 2: MSN 0001 to 0079 inclusive, post-SB A320-57-1017 at original issue or Rev.01, **without** Airbus SB A320-57-1016 accomplishment prior to Airbus SB A320-57-1017 accomplishment

Compliance time (whichever occurs later, A or B)	
A	Within 8 800 FC or 17 700 FH whichever occurs first since modification in accordance with Airbus SB A320-57-1017 (original issue or Rev.01)
B	Within 850 FC or 1 700 FH, whichever occurs first after the effective date of this AD

Configuration 3: MSN 0001 to 0079 inclusive, post-SB A320-57-1017 at original issue or Rev.01, **with** Airbus SB A320-57-1016 accomplishment prior to Airbus SB A320-57-1017 accomplishment

Compliance time (whichever occurs later, A or B)	
A	Within 24 900 FC or 49 800 FH whichever occurs first from Airbus SB A320-57-1017 at original issue or Revision 01 embodiment
B	Within 850 FC or 1 700 FH whichever occurs first after the effective date of this AD

Configuration 4: MSN 0080 to 0155 inclusive

Compliance time
Before exceeding 54 300 FC or 108 600 FH, whichever occurs first since aeroplane first flight