

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 14-087 Date: 26 May 2014 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.
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.	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A318, A319, A320 and A321 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None
ATA 54	Nacelles / Pylons – Pylon Aft Fixed Fairing – Inspection / Repair
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A318-111, A318-112, A319-111, A319-112, A319-113, A319-114, A319-115, A320-211, A320-212, A320-214, A320-215, A320-216, A321-111, A321-112, A321-211, A321-212 and A321-213 aeroplane models, all manufacturer serial numbers on which Airbus modification (mod) 33844 (improvement of aerodynamic shape for CFM pylon) has been embodied in production.
Reason:	On aeroplanes equipped with post-mod 33844 CFM pylons, several operators have reported cracks on Aft Fixed Fairing (AFF). After material analysis, it appears that the pylon AFF structure, especially on this configuration, is subject to fatigue constraint damage which could lead to pylon AFF cracks. Further to these findings, Airbus released Alert Operators Transmission (AOT) A54N002-12 which provides instructions to inspect the pylon AFF, applicable only to aeroplanes incorporating Airbus production mod 33844 on CFM pylons. More recently, Airbus issued Service Bulletin (SB) A320-54-1027, superseding AOT A54N002-12. This condition, if not detected and corrected, could lead to detachment of a pylon AFF from the aeroplane, possibly resulting in injuries to persons on the ground. For the reasons described above, this AD requires repetitive detailed inspections (DET) of the pylon AFF and, depending on findings, accomplishment of applicable corrective action(s).
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within the compliance times defined in Table 1 of this AD, and, thereafter, at intervals not to exceed 3 750 flight hours (FH) or 2 500 flight cycles (FC), whichever occurs first, accomplish a DET of the pylon AFF in accordance with the instructions of Airbus SB A320-54-1027. Table 1 – Initial DET <table><tr><th>Affected aeroplanes</th><th colspan="2">Compliance time (as applicable, whichever occurs later, A, B or C)</th></tr><tr><td>All</td><td>A</td><td>Before exceeding 5 000 FC or 7 500 FH, whichever occurs first since aeroplane first flight</td></tr><tr><td>Inspection per AOT A54N002-12 accomplished</td><td>B</td><td>Within 2 500 FC or 3 750 FH, whichever occurs first since the latest accomplishment of MPD task ZL 471-01, or since AOT A54N002-12 inspection</td></tr><tr><td>Inspection per AOT A54N002-12 not accomplished</td><td>C</td><td>Within 750 FC or 1 500 FH, whichever occurs first after the effective date of this AD.</td></tr></table> (2) If, during any DET as required by paragraph (1) of this AD, a crack is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A320-54-1027. (3) Accomplishment of corrective action(s) as required by paragraph (2) of this AD does not constitute terminating action for the repetitive DET required by paragraph (1) of this AD.	Affected aeroplanes	Compliance time (as applicable, whichever occurs later, A, B or C)		All	A	Before exceeding 5 000 FC or 7 500 FH, whichever occurs first since aeroplane first flight	Inspection per AOT A54N002-12 accomplished	B	Within 2 500 FC or 3 750 FH, whichever occurs first since the latest accomplishment of MPD task ZL 471-01, or since AOT A54N002-12 inspection	Inspection per AOT A54N002-12 not accomplished	C	Within 750 FC or 1 500 FH, whichever occurs first after the effective date of this AD.
Affected aeroplanes	Compliance time (as applicable, whichever occurs later, A, B or C)												
All	A	Before exceeding 5 000 FC or 7 500 FH, whichever occurs first since aeroplane first flight											
Inspection per AOT A54N002-12 accomplished	B	Within 2 500 FC or 3 750 FH, whichever occurs first since the latest accomplishment of MPD task ZL 471-01, or since AOT A54N002-12 inspection											
Inspection per AOT A54N002-12 not accomplished	C	Within 750 FC or 1 500 FH, whichever occurs first after the effective date of this AD.											
Ref. Publications:	Airbus AOT A54N002-12 dated 30 October 2012. Airbus SB A320-54-1027 original issue dated 10 April 2014. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.												
Remarks:	1. This Proposed AD will be closed for consultation on 23 June 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.												