

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 14-098</p> <p>Date: 12 June 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): A318, A319, A320 and A321 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None
ATA 53	Fuselage – Passenger Door Lower Fitting – Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification 154966 has been embodied in production.
Reason:	<p>During final assembly line process, several AFT passenger door lower fitting gaps were found excessive and out of tolerance between two parts of the girt bar fittings. The gap contributes to the correct locking of the girt bar during the door lifting movement, ensuring the retention of the girt bar when the loads applied on the girt by the slide are directed from the outside to inside. If the gap is too large, there is a risk that the girt bar, when subjected to these loads, will detach from one of the girt bar fittings.</p> <p>This condition, if not detected and corrected could lead to the separation of the slide/slide-raft from the fuselage, making the emergency exit inoperative and, consequently, significantly reducing the safety margin for the occupants during an evacuation.</p> <p>For the reason describe above, this AD requires a detailed inspection (DET) to check the gap between the two parts of the girt bar fittings, on AFT passenger door, left hand (LH) and right hand (RH) side, and, depending on findings, accomplishment of applicable corrective actions.</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>Within 36 months after the effective date of this AD, accomplish a DET of the lower fittings of the AFT passenger doors, LH and RH side, and, before next flight after the DET, depending on findings, accomplish all applicable corrective actions in accordance with the instructions of Airbus Service Bulletin (SB) A320-53-1289.</p>
Ref. Publications:	<p>Airbus SB A320-53-1289 original issue, dated 28 May 2014.</p> <p>The use of later approved revisions of this document 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 10 July 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.