


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0209</p> <p>Date: 19 September 2014</p> <p>Note: This Airworthiness Directive (AD) 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>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: AIRBUS</p>	<p>Type/Model designation(s): A319, A320, and A321 aeroplanes</p>	
<p>TCDS Number:</p>	<p>EASA.A.064</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>None</p>	
<p>ATA 53</p>	<p>Fuselage – Centre Fuselage Forward Pressure Bulkhead – Reinforcement</p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus 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.</p>	
<p>Reason:</p>	<p>During the A320 fatigue test campaign for Extended Service Goal (ESG), it was determined that fatigue damage could develop on the forward pressure bulkhead at Frame (FR) 35 on left hand (LH) side and right hand (RH) side.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.</p> <p>To address this potential unsafe condition, a reinforcement modification was developed, which has been published through Airbus Service Bulletin (SB) A320-53-1268 for in-service application to allow aeroplanes to operate up to the new ESG limit.</p> <p>For the reasons described above, this AD requires reinforcement of the centre fuselage forward pressure bulkhead at FR35.</p>	
<p>Effective Date:</p>	<p>03 October 2014</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before exceeding 48 000 flight cycles or 96 000 flight hours, whichever occurs first since aeroplane first flight, modify the aeroplane by reinforcing the forward pressure bulkhead at FR35 stringer 30 on both LH and RH side in accordance with the instructions of Airbus SB A320-53-1268 Revision 01. (2) Modification of an aeroplane before the effective date of this AD, in accordance with the instructions of Airbus SB A320-53-1268 at original issue, is acceptable to comply with the requirements of paragraph (1) of this AD.
<p>Ref. Publications:</p>	<p>Airbus SB A320-53-1268 original issue dated 08 January 2013, or Revision 01 dated 23 July 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 01 July 2014 as PAD 14-110 for consultation until 29 July 2014. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51; E-mail: account.airworth-eas@airbus.com.