


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0259</p> <p>Date: 05 December 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): A318, A319 and A320 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 – External Fuselage Skin – Inspection</p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>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 and A320-233 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 37878 has been embodied in production, or Airbus Service Bulletin (SB) A320-53-1281 in service.</p>	
<p>Reason:</p>	<p>An operator reported finding chafing damage on the fuselage skin at the bottom of frame (FR) 34 junction between stringer (STR) 43 left hand (LH) side and right hand (RH) side on several aeroplanes, underneath the fairing structure.</p> <p>After investigation, a contact between the fairing nut plate and the fuselage was identified, causing damage to the fuselage.</p> <p>This condition, if not detected and corrected, could lead to crack initiation and propagation, possibly resulting in reduced structural integrity of the fuselage.</p> <p>For the reason described above, this AD requires repetitive detailed inspections (DET) of the fuselage at FR 34 and provides an optional terminating action to the repetitive inspections required by this AD.</p>	
<p>Effective Date:</p>	<p>19 December 2014</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the threshold as defined in the table 1 of this AD and, thereafter at intervals not exceeding 12 000 flight cycles (FC) or 24 000 flight hours (FH), whichever occurs first, accomplish a DET on the fuselage skin at FR34 between STR 43 both LH and RH side, in accordance with the instructions of Airbus SB A320-53-1287.</p> <p style="text-align: center;">Table 1 – DET Threshold</p> <table border="1" data-bbox="593 434 1406 636"> <thead> <tr> <th colspan="2" style="text-align: center;">Compliance Time (whichever occurs later, A or B)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">A</td> <td>Before exceeding 12 000 FC or 24 000FH, whichever occurs first since aeroplane first flight</td> </tr> <tr> <td style="text-align: center;">B</td> <td>Within 5 000 FC or 10 000 FH, whichever occurs first after the effective date of this AD</td> </tr> </tbody> </table> <p>(2) If, during any DET as required by paragraph (1) of this AD, damage is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A320-53-1287 or, in case the detected damage exceeds the limits specified in that SB, contact Airbus for approved repair instructions and accomplish those instructions accordingly.</p> <p>(3) Accomplishment of a repair on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive DET as required by paragraph (1) of this AD, unless the approved repair indicates otherwise.</p> <p>(4) Modification of an aeroplane in accordance with the instructions of Airbus SB A320-53-1281 constitutes terminating action for the repetitive DET as required by paragraph (1) of this AD for that aeroplane.</p>	Compliance Time (whichever occurs later, A or B)		A	Before exceeding 12 000 FC or 24 000FH, whichever occurs first since aeroplane first flight	B	Within 5 000 FC or 10 000 FH, whichever occurs first after the effective date of this AD
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<p>Ref. Publications:</p>	<p>Airbus SB A320-53-1287 original issue dated 29 July 2014.</p> <p>Airbus SB A320-53-1281 original issue dated 29 July 2014.</p> <p>The use of later approved revisions of these documents 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 13 October 2014 as PAD 14-147 for consultation until 10 November 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. 						