


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2015-0085</p> <p>Date: 13 May 2015</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 EU 1321/2014 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 [EU 1321/2014 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 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>This AD supersedes EASA AD 2014-0176 dated 25 July 2014.</p>	
<p>ATA 53</p>	<p>Fuselage – Emergency Exit Cut-Out Area – Modification</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 and A320-233 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 152637 has been embodied in production.</p>	
<p>Reason:</p>	<p>During the A320 fatigue test campaign for Extended Service Goal (ESG), it was determined that fatigue damage could appear at certain fastener locations on the longeron below the emergency exit cut-outs, on the left-hand (LH) and right-hand (RH) sides of the fuselage.</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, Airbus developed a modification, which has been published through Airbus Service Bulletin (SB) A320-53-1265 for in-service application to allow aeroplanes to operate up to the new ESG limit. Consequently, EASA issued AD 2014-0176 to require modification (cold working) of 8 fastener locations in the longeron area (Stringer 20A) below the emergency exit cut-outs on the LH and RH sides.</p> <p>Since that AD was issued, it was identified that post-mod 32208 aeroplanes, which were excluded from the Applicability of that AD, are also affected.</p> <p>For the reason described above, this AD retains the requirements of EASA AD 2014-0176, which is superseded, but no longer excludes post-mod 32208 aeroplanes from the Applicability.</p>	
<p>Effective Date:</p>	<p>27 May 2015</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 8 fastener locations in the longeron area (Stringer 20A) below the emergency exit cut-outs on both RH and LH sides in accordance with the instructions of Airbus SB A320-53-1265 Revision 01. (2) Modification of an aeroplane, before the effective date of this AD, in accordance with the instructions of Airbus SB A320-53-1265 at original issue, is acceptable to comply with the requirements of paragraph (1) of this AD.
<p>Ref. Publications:</p>	<p>Airbus SB A320-53-1265 original issue dated 02 January 2013, or Revision 01 dated 02 July 2013, or Revision 02 dated 10 July 2014.</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 13 April 2015 as PAD 15-039 for consultation until 11 May 2015. No comments were received during the consultation period. 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.