EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 14-177R1 **Date: 11 February 2015** 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:	**Type/Model designation(s):**
AIRBUS	A318, A319, A320 and A321 aeroplanes

TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None

ATA 53	**Fuselage – Fuselage Skin Repairs – 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.
Reason:	During A320 family Extended Service Goal full scale fatigue tests, it was demonstrated that the inspection thresholds defined in the current Structural Repair Manual (SRM) for the A320 family skin repairs are insufficient to detect possible cracks becoming after repairs. The findings are limited to 1.2 mm fuselage skin and cover for all cut-out external repairs. The internal repairs are not affected. This condition, if not detected and corrected, could affect the structural integrity of the fuselage at the repaired skin area(s). To address this potential unsafe condition, Airbus issued Alert Operators Transmission (AOT) A53N007-14 to provide inspection instructions. For the reasons described above, this AD requires a one-time inspection of the affected areas and, depending on findings, accomplishment of applicable repair instructions. Since PAD 14-177 was issued, it was decided to add the A318 models to the Applicability, even though none of those aeroplanes will reach the inspection threshold anytime soon. This will avoid unnecessary AD action in future. In addition, this PAD has been updated to introduce an alternative method.

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 time defined in Airbus AOT A53N007-14, as applicable, or within 350 flight cycles after the effective date of this AD, whichever occurs later, identify whether any fuselage external skin (doubler) repairs have been accomplished on fuselage sections 11, 12, 13, 14, 16 and/or 17, and, for each of the repaired 1.2 mm fuselage skin areas, as applicable, accomplish an Ultrasonic (US) inspection from external, or a Low Frequency Eddy Current (LFEC) inspection from internal, in accordance with the instructions of Airbus AOT A53N007-14. A review of aeroplane maintenance records is acceptable to make the identification of an affected repair, provided those records can be relied upon for the purpose of this requirement. (2) As an alternative to the LFEC or US inspection as required by paragraph (1) of this AD, a one-time High Frequency Eddy Current (HFEC) inspection in accordance with Non-destructive Testing Manual (NTM) Task 51-10-08 in the cut-out surrounding fastener area (at and in front (~10-15mm) of the fastener row) can be accomplished, provided this is done after doubler removal and before new extended doubler installation, and within the compliance as specified in paragraph (1) of this AD. (3) The inspection as required by paragraph (1) of this AD can be delayed, provided that repetitive Detailed Visual Inspections (DVI), or High Frequency Eddy Current (HFEC) inspections are accomplished within the compliance times defined in, and in accordance with the instructions of, Airbus AOT A53N007-14. (4) If, during any US or LFEC inspection as required by paragraph (1) of this AD, or during the HFEC inspection as specified in paragraph (2) of this AD, or during any DVI or HFEC inspection as required by paragraph (3) of this AD, as applicable, any crack is found, before next flight, accomplish an applicable repair in accordance with the instructions of Airbus AOT A53N007-14. Note: For an aeroplane inspected and/or repaired in accordance with the instructions of Airbus AOT A53N007-14, post-repair repetitive inspections as specified in the applicable Structural Repair Manual remain applicable for that aeroplane. Refer to paragraph (5) of this AD for post-repair inspection thresholds. (5) From the AD effective date, in case a fuselage external skin (doubler) repair has to be accomplished, concurrently with accomplishment of the repair, update the post-repair inspection threshold(s) in accordance with the instructions provided in paragraph 4.1.1 of Airbus AOT A53N007-14.
Ref. Publications:	Airbus AOT A53N007-14 original issue, dated 22 July 2014. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	1. This Proposed AD will be closed for consultation on 25 February 2015. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification 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.