

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0036R1 Date: 31 March 2015 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.
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].	
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	
Revision: This AD revises EASA AD 2015-0036 dated 03 March 2015.	
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:	<p>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.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the fuselage at the repaired skin area(s).</p> <p>To address this potential unsafe condition, Airbus issued Alert Operators Transmission (AOT) A53N007-14 to provide inspection instructions.</p> <p>For the reasons described above, EASA issued AD 2015-0036 to require a one-time inspection of the affected areas and, depending on findings, accomplishment of applicable repair instructions.</p> <p>Since that AD was issued, operators have questioned the inspection threshold for A318 aeroplanes (not yet in the Airbus AOT), which is actually identical to that for A319 aeroplanes. In addition, an error has been detected in paragraph (1), since external doublers may have been installed in the affected area by a</p>

	<p>modification that may not be recorded as repair.</p> <p>Such doubler installations are also subject to the inspection requirements of this AD, which is therefore revised to provide clarifications, correcting paragraph (1) and introducing a Note.</p>
Effective Date:	<p>Revision 1: 07 April 2015</p> <p>Original issue: 17 March 2015</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time defined in Airbus AOT A53N007-14, as applicable (see Note 1), or within 350 flight cycles after 17 March 2015 [the effective date of the original issue of this AD], whichever occurs later, identify whether any fuselage external skin (doubler) installations 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.</p> <p>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.</p> <p>Note 1: For A318 aeroplanes, the applicable inspection threshold (not in the Airbus AOT at original issue) is identical to that for A319 aeroplanes.</p> <p>(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.</p> <p>(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.</p> <p>(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.</p> <p>Note 2: 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.</p> <p>(5) From 17 March 2015 [the effective date of the original issue of this AD], 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.</p>
Ref. Publications:	<p>Airbus AOT A53N007-14 original issue, dated 22 July 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.2. The original issue of this AD was posted on 19 December 2014 as PAD 14-177 for consultation until 02 January 2015 and republished as PAD 14-177R1 on 11 February 2015 for consultation until 25 February 2015. The Comment Response Documents 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.
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