

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 15-034 Date: 07 April 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: AIRBUS	Type/Model designation(s): A318, A319, A320 and A321 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2013-0147 dated 16 July 2013.
ATA 05	Time Limits / Maintenance Checks – ALS Part 2 – Damage Tolerant Airworthiness Limitation Items – Implementation
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:	The airworthiness limitations for Airbus A320 family aeroplanes are currently included in Airbus A318/A319/A320/A321 Airworthiness Limitations Section (hereafter referred to as 'ALS') documents. The Damage Tolerant airworthiness limitation items are published in ALS Part 2, which is approved by EASA. The instructions contained the ALS Part 2 have been identified as mandatory actions for continued airworthiness. Failure to comply with these instructions could result in an unsafe condition. Previously, EASA issued AD 2013-0147 to require accomplishment of all maintenance tasks as described in ALS Part 2 at Revision 02. The new ALS Part 2 Revision 03 includes new and/or more restrictive items and was approved by EASA on 27 October 2014. For the reason described above, this AD retains the requirements of EASA AD 2013-0147, which is superseded, and requires accomplishment of all maintenance tasks as described in ALS Part 2 at Revision 03.
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) From the effective date of this AD, within the thresholds and intervals as defined in ALS Part 2 Revision 03, accomplish all maintenance tasks, as applicable to aeroplane configuration, as specified in ALS Part 2 at Revision 03. (2) If, during accomplishment of any task as required by paragraph (1) of this AD, discrepancies are detected, within the applicable compliance time as specified in ALS Part 2 Revision 03 (or in the referenced Airbus maintenance documentation), accomplish the applicable corrective action(s) in accordance with instructions specified (or incorporated by reference) in the applicable Airbus maintenance documentation. If no compliance time is identified in ALS Part 2 Revision 03, nor in the Airbus maintenance documentation, before next flight, accomplish the corrective action(s), or contact Airbus for approved instructions and, within the compliance time specified in those instructions, accomplish those instructions accordingly. If a detected discrepancy is not identified in ALS Part 2 Revision 03, nor in the Airbus maintenance documentation, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly. (3) Within 12 months after the effective date of this AD, revise the approved aircraft maintenance programme (AMP), on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by incorporating the tasks and associated thresholds and intervals described in ALS Part 2 Revision 03, as applicable to the aeroplane configuration. (4) For an AMP that, on the effective date of this AD, is already updated to incorporate the maintenance tasks as specified in ALS Part 2 at Revision 02, the new and/or more restrictive tasks, as defined in ALS Part 2 at Revision 03, must be incorporated into the AMP to comply with paragraph (3) of this AD. (5) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures (see Note) continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aircraft. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual tasks is recorded for demonstration of AD compliance on a continued basis. Note: For affected Airbus A318, A319, A320 and A321 aeroplanes registered in Europe, complying with the approved AMP as specified in paragraph (3) of this AD is required by Commission Regulation (EU) No 1321/2014, Part M.A.301, paragraph 3.
Ref. Publications:	Airbus A318/A319/A320/A321 ALS Part 2 Revision 03, approved by EASA on 27 October 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 05 May 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.