


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2014-0146</p> <p>Date: 11 June 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>
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].	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A319, A320 and A321 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None
ATA 53	Fuselage – Frame 24 at Stringer 17/18 – Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A319-111, A319-112, A319-115, A319-132, A319-133, A320-214, A320-216, A320-232, A320-233, A321-211, A321-231 and A321-232 aeroplanes, manufacturer serial numbers (MSN) 5230 to 5300 inclusive, except MSN 5255 and 5295.
Reason:	<p>During cabin conversion of an A320 aeroplane, after removal of the cabin lining, an area was discovered where fasteners were missing at frame (FR) 24 between stringer (STR) 17 and STR18. Investigation results revealed that the available data concerning installation on the final assembly line was insufficient to pinpoint the exact MSN on which the affected assemblies were installed. However, a 'group' of MSN suspected to be affected was identified. Results of the static analysis performed show that the structure is still able to sustain Limit and Ultimate loads. However, the fatigue aspects indicate that long-term effects can be expected.</p> <p>This condition, if not corrected, could affect the structural integrity of the airframe.</p> <p>Prompted by these findings, Airbus issued Alert Operators Transmission (AOT) A53N006-14 and Service Bulletin (SB) A320-53-1285 to provide inspection instructions.</p> <p>For the reasons described above, this AD requires a one-time detailed inspection (DET) of the aeroplane structure at FR24 and, depending on findings, accomplishment of applicable corrective actions.</p>
Effective Date:	25 June 2014

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 60 flight cycles (FC) after the effective date of the AD, accomplish a DET of the fasteners on the structure at FR24 between STR17 and STR18 on the right hand side only, in accordance with the instructions of Airbus AOT A53N006-14. (2) If, during the DET as required by paragraph (1) of this AD, the fasteners are found missing, before exceeding 3 300 FC since aeroplane first flight or within 60 FC after the effective date of this AD, whichever occurs later, accomplish the inspection and, depending on findings, corrective action(s) in accordance with the instructions of Airbus SB A320-53-1285. (3) If, during the inspection as required by paragraph (2) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly. (4) Within 30 days after the DET as required by paragraph (1) of this AD, or after the inspection as required by paragraph (2) of this AD, as applicable, report the inspection results (including no findings) to Airbus.
<p>Ref. Publications:</p>	<p>Airbus AOT A53N006-14 original issue, dated 13 May 2014.</p> <p>Airbus SB A320-53-1285 original issue, dated 29 January 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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.