

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0177</p> <p>Date: 25 July 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>	
<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].</p>		
<p>Design Approval Holder's Name: AIRBUS</p>	<p>Type/Model designation(s): A319, A320 and A321 aeroplanes</p>	
<p>TCDS Number:</p>	<p>EASA.A.064</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>None</p>	
<p>ATA 53</p>	<p>Fuselage – Rear Fuselage Clips, Shear Webs and Angles – Replacement</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, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification 30975 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 on the clips, shear webs and angles at rear fuselage section 19, on Frame (FR) 72 and FR74.</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) A320-53-1266 for in-service application to allow aeroplanes to operate up to the new ESG limit.</p> <p>For the reasons described above, this AD requires replacement of the affected clips, shear webs and angles at rear fuselage section 19, FR72 and FR74.</p>	
<p>Effective Date:</p>	<p>08 August 2014</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 (FC) or 96 000 flight hours (FH), whichever occurs first since aeroplane first flight, replace the clips, shear webs and angles at rear fuselage section 19, FR72 and FR74, in accordance with the instructions of Airbus SB A320-53-1266 Revision 01. (2) Modification of an aeroplane, before the effective date of this AD, in accordance with the instructions of Airbus SB A320-53-1266 at original issue, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane, except as specified in paragraph (3) of this AD. (3) For aeroplanes modified in accordance with the instructions of Airbus SB A320-53-1266 (at any revision) before accumulating 30 000 FC or 60 000 FH, whichever occurred first since aeroplane first flight, within 30 000 FC or 60 000 FH, whichever occurs first after that modification, repeat the replacement of the clips, shear webs and angles at rear fuselage section 19, FR72 and FR74 in accordance with the instructions of Airbus SB A320-53-1266 Revision 01.
<p>Ref. Publications:</p>	<p>Airbus SB A320-53-1266 original issue dated 11 January 2013, or Revision 01 dated 20 June 2013.</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 11 June 2014 as PAD 14-096 and republished on 16 June 2014 as PAD 14-096R1 for consultation until 09 July 2014. The Comment Response Document can be found at http://ad.easa.europa.eu/. 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.