EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0278 **Date: 19 December 2014** 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:	**Type/Model designation(s):**
AIRBUS	A320 aeroplanes

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

ATA 53	**Fuselage – Skin Above Lap Joint – Inspection**
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	A320 aeroplanes, identified by Model and manufacturer serial number (MSN): A320-212 MSN 1011, A320-214 MSN 1009, 1026 and 1030, A320-232 MSN 0977, and A320-233 MSN 1007 and 1013.
Reason:	An operator reported finding a crack during an inspection in accordance with the instructions of Airbus Alert Operators Transmission (AOT) A53N007-14. What was found, a 170 mm through-thickness crack in the pocket radius between frame 36 and 37 above stringer 6 on left hand (LH) side lap joint, was not the aim of the AOT inspection. Prior to this finding, the operator reported noise in the affected area during several weeks. This condition, if not detected and corrected, could lead to in-flight decompression of the aeroplane, possibly resulting in injury to occupants. To address this unsafe condition, Airbus published AOT A53N009-14 to provide inspection and repair instructions to detect and prevent crack propagation. EASA decided to agree on a sampling inspection to determine whether additional aeroplanes need to be inspected. For the reasons described above, this AD requires, for the selected aeroplanes, repetitive Low Frequency Eddy Current (LFEC) or High Frequency Eddy Current (HFEC) inspections of the pocket radii located between fuselage frames 35 and 40, above stringer 6 on both LH and right hand (RH) sides and, depending on findings, accomplishment of repair instructions. This AD is considered an interim action and further AD action may follow.
Effective Date:	24 December 2014

<table>
<tr><td>Required Action(s) and Compliance Time(s):</td><td>
Required as indicated, unless accomplished previously:

(1) Within 750 flight cycles (FC) or 4 months, whichever occurs first after the effective date of this AD, and, thereafter, at intervals not to exceed the value as defined in Table 1 of this AD, as applicable, accomplish a LFEC or HFEC inspection in accordance with the instructions of Airbus AOT A53N009-14.

Table 1 – LFEC / HFEC Inspections
<table>
<tr><th>Inspection</th><th>Location</th><th>Inspection Interval</th></tr>
<tr><td>LFEC</td><td>Outside</td><td>1 000 FC</td></tr>
<tr><td>HFEC</td><td>Inside</td><td>2 000 FC</td></tr>
</table>

(2) If, during any inspection as required by paragraph (1) of this AD, any crack is found, before next flight, accomplish a repair in accordance with the instructions of Airbus AOT A53N009-14, which references Airbus Structural Repair Manual (SRM) 53-00-11 PB 201, or, if the detected damage is beyond the SRM limits, contact Airbus for approved repair instructions and accomplish those instructions accordingly.

(3) Repair of an aeroplane as required by paragraph (2) of this AD constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.
</td></tr>
<tr><td>Ref. Publications:</td><td>
Airbus AOT A53N009-14 original issue dated 17 December 2014.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
</td></tr>
<tr><td>Remarks:</td><td>
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, 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.
</td></tr>
</table>