EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 14-096 **Date: 11 June 2014** 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:	**Type/Model designation(s):**
AIRBUS	A319, A320 and A321 aeroplanes

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

ATA 53	**Fuselage – Rear Fuselage Clips, Shear Webs and Angles – Replacement**
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	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.
Reason:	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. This condition, if not detected and corrected, could affect the structural integrity of the aeroplane. 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. 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.
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Before exceeding 48 000 flight cycles or 96 000 flight hours, 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 the 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.
Ref. Publications:	Airbus SB A320-53-1266 original issue dated 11 January 2013, or Revision 01 dated 20 June 2013. 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 09 July 2014. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive 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.