


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 14-097</p> <p>Date: 12 June 2014</p> <p>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.</p>
<p>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.</p>	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A319 and A320 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None
ATA 53	Fuselage – Longerons below Emergency Exit Cut-outs – Modification
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 and A320-233 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 152637 or mod 32208 has been embodied in production.
Reason:	<p>During the A320 fatigue test campaign for Extended Service Goal (ESG), it was determined that fatigue damage could appear at certain fastener locations on the longeron below the Emergency Exit Cut-outs, on the Left Hand (LH) side and Right Hand (RH) side of the fuselage.</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) A320-53-1265 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 modification (cold working) of 8 fastener locations in the Longerons area (Stringer 20A) below the Emergency Exit Cut-outs on the LH and RH side.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before exceeding 48 000 flight cycles or 96 000 flight hours, whichever occurs first since aeroplane first flight, modify 8 fastener locations in the Longeron area (Stringer 20A) below the Emergency Exit Cut-outs on both RH and LH side in accordance with the instructions of Airbus SB A320-53-1265 Revision 01. (2) Modification of an aeroplane, before the effective date of this AD, in accordance with the instructions of the Airbus SB A320-53-1265 at original issue, is acceptable to comply with the requirements of paragraph (1) of this AD.
Ref. Publications:	<p>Airbus SB A320-53-1265 original issue dated 02 January 2013, or Revision 01 dated 02 July 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 10 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.