


EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0176 Date: 25 July 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 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 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) and right-hand (RH) sides 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 sides.</p>
Effective Date:	08 August 2014

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 sides 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 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 12 June 2014 as PAD 14-097 for consultation until 10 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.