

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 14-147 Date: 13 October 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: AIRBUS	Type/Model designation(s): A318, A319 and A320 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None
ATA 53	Fuselage – External Fuselage Skin – Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A318-111, A318-112, A318-121, A318-122, 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) 37878 has been embodied in production, or Airbus Service Bulletin (SB) A320-53-1281 in service.
Reason:	An operator reported finding chafing damage on the fuselage skin at the bottom of frame (FR) 34 junction between stringer (STR) 43 left hand (LH) side and right hand (RH) side on several aeroplanes, underneath the fairing structure. After investigation, a contact between the fairing nut plate and the fuselage was identified, causing damage to the fuselage. This condition, if not detected and corrected, could lead to crack initiation and propagation, possibly resulting in reduced structural integrity of the fuselage. For the reason described above, this AD requires repetitive detailed inspections (DET) of the fuselage at FR 34 and provides an optional terminating action to the repetitive inspections required by this AD.
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within the threshold as defined in the table 1 of this AD and, thereafter at intervals not exceeding 12 000 flight cycles (FC) or 24 000 flight hours (FH), whichever occurs first, accomplish a DET on the fuselage skin at FR34 between STR 43 both LH and RH side, in accordance with the instructions of Airbus SB A320-53-1287. Table 1 – DET Threshold <table border="1" data-bbox="593 432 1406 636"> <thead> <tr> <th colspan="2">Compliance Time (whichever occurs later, A or B)</th></tr> </thead> <tbody> <tr> <td style="text-align: center;">A</td><td>Before exceeding 12 000 FC or 24 000FH, whichever occurs first since aeroplane first flight</td></tr> <tr> <td style="text-align: center;">B</td><td>Within 5 000 FC or 10 000 FH, whichever occurs first after the effective date of this AD</td></tr> </tbody> </table> (2) If, during any DET as required by paragraph (1) of this AD, damage is detected, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly. (3) Accomplishment of a repair on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive DET as required by paragraph (1) of this AD, unless the approved repair indicates otherwise. (4) Modification of an aeroplane in accordance with the instructions of Airbus SB A320-53-1281 constitutes terminating action for the repetitive DET as required by paragraph (1) of this AD for that aeroplane.	Compliance Time (whichever occurs later, A or B)		A	Before exceeding 12 000 FC or 24 000FH, whichever occurs first since aeroplane first flight	B	Within 5 000 FC or 10 000 FH, whichever occurs first after the effective date of this AD
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Ref. Publications:	Airbus SB A320-53-1287 original issue dated 29 July 2014. Airbus SB A320-53-1281 original issue dated 29 July 2014. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.						
Remarks:	1. This Proposed AD will be closed for consultation on 10 November 2014. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification 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.						