



Airworthiness Directive

AD No.: 2024-0230

Issued: 02 December 2024

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, 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 [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A319, A320 and A321 aeroplanes

Effective Date: 16 December 2024

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2024-0027 dated 25 January 2024.

ATA 57 – Wings – Bottom Wing Skin Panel 2 – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A319-151N, A319-153N, A319-171N, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-271N, A321-271NX, A321-272N and A321-272NX aeroplanes, all manufacturer serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

Affected areas: Bottom wing skin manhole access panel Nr. 2 attachment holes, between Rib 13 and Rib 26, left-hand and right-hand sides.

The AOT: Airbus Alert Operators Transmission (AOT) A57N018-21 Revision (Rev.) 01.



The SRM task: Airbus A319, A320 and A321 Structural Repair Manual (SRM) task 57-21-11-300-002, 57-21-11-300-003, 57-21-11-300-009, 57-21-11-300-010, 57-21-11-300-021, 57-21-11-300-022 and 57-21-11-300-025, as applicable.

CEO aeroplanes: Current Engine Option (CEO), a commercial designation for 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, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes.

NEO aeroplanes: New Engine Option (NEO), a commercial designation for Airbus A319-151N, A319-153N, A319-171N, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-271N, A321-271NX, A321-272N and A321 272NX aeroplanes.

Groups: Group 1 aeroplanes are those which are in post-modification (MOD) and/or post-Service Bulletin (SB) configuration as defined in Table 1 or Table 2 of Appendix 1 of this AD, as applicable. Group 2 aeroplanes are those which are not Group 1 aeroplanes.

Reason:

It has been determined that fatigue cracking may occur in affected areas on CEO aeroplanes having Sharklets installed during production or in service.

This condition, if not detected and corrected, could lead to crack initiation and propagation, possibly resulting in reduced structural integrity of the wings.

To address this potential unsafe condition, Airbus issued the original issue of AOT A57N018-21, to provide inspection instructions. Consequently, EASA issued AD 2021-0256 to require repetitive detailed inspections (DET) of the affected areas, and, depending on findings, accomplishment of applicable corrective action(s).

After EASA AD 2021-0256 was issued, new investigation results highlighted that these inspections must be applied to all models of A319, A320 and A321 aeroplanes in an affected configuration, and the associated compliance times must be adapted to these configurations. Prompted by this development, Airbus issued the AOT, as defined in this AD. In addition, further investigation results highlighted that the post-repair inspection program(s) in accordance with the SRM tasks for the affected area is not adequate, and that, for A321 NEO aeroplanes, the bush installation instructions need to be corrected. Consequently, EASA issued AD 2024-0027, retaining the requirements of EASA AD 2021-0256, which was superseded, expanding the Applicability to include NEO aeroplanes, and requiring accomplishment of the required actions within updated compliance times, as applicable to aeroplane configuration.

Since that AD was issued, it was identified that Airbus published certain SRM tasks at Revision dated May 2024, removing instructions linked to steps 2 to 9 and aligning the compliance time with the AD for all the related SRM tasks. In addition, the SRM tasks 57-21-11-300-010, 57-21-11-300-021 and 57-21-11-300-025 were deactivated at Revision dated August 2023 and shall not be used any longer.



For the reasons described above, this AD retains the requirements of EASA AD 2024-0027, which is superseded to prohibit the use of deactivated tasks and allows the use of SRM task 57-21-11-300-009 at Revision dated May 2024 or later.

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Inspection(s):

- (1) For Group 1 aeroplanes: Before exceeding the thresholds as defined in Table 1 (CEO) or Table 2 (NEO) of Appendix 1 of this AD, as applicable, and thereafter, at intervals not exceeding the values as defined in Table 1 (CEO) or Table 2 (NEO) of Appendix 1 of this AD, as applicable, depending on aeroplane configuration, accomplish a DET of the affected areas in accordance with the instructions of the AOT.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any finding is detected as defined in the AOT, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Credit:

- (3) Inspections and corrective actions on an aeroplane, accomplished before 08 February 2024 [the effective date of EASA AD 2024-0027] in accordance with the instructions of the original issue of Airbus AOT A57N018-21, are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD for that aeroplane.

Reporting:

- (4) Within 30 days after accomplishment of each DET as required by paragraph (1) of this AD, or after the effective date of this AD, whichever occurs later, report the results, including no findings, to Airbus.

Additional Requirement(s) for SRM Repairs:

- (5) For Group 1 A321 NEO aeroplanes on which, before the effective date of this AD, SRM tasks 57-21-11-300-009 or 57-21-11-300-010 have been embodied and which included Steps 2 to 9 (inclusive) for bush installation:
Within 5 months after 08 February 2024 [the effective date of EASA AD 2024-0027], contact Airbus for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly (see Note 1 of this AD).

Note 1: The SRM task 57-21-11-300-009 and 57-21-11-300-010 until Revision dated February 2024 (including) identified the bush oversizing in the Steps as shown in A321NEO SRM Task 57-21-11-300-009 Figure 001, Sheet 1.

- (6) For Group 1 aeroplanes not affected by paragraph (5) of this AD on which, before the effective date of this AD, SRM tasks 57-21-11-300-002 Revision dated February 2024 or earlier, 57 21-11-300-003 Revision dated February 2024 or earlier, 57-21-11-300-009 Revision dated February 2024 or earlier, 57-21-11-300-010, 57-21-11-300-021, 57-21-11-300-022 Revision dated



February 2024 or earlier, or 57 21-11-300-025 have been embodied, in lieu of the thresholds and intervals specified in the applicable SRM tasks, accomplish the post-repair inspections of the affected areas in accordance with the instructions of the AOT within the thresholds and intervals as defined in Appendix 1 of this AD, as applicable to aeroplane model and configuration.

Additional Requirements for Future Repair(s):

- (7) For Group 1 aeroplanes: From the effective date of this AD, do not accomplish a repair in accordance with the instructions of SRM tasks 57-21-11-300-002 Revision dated February 2024 or earlier, 57 21-11-300-003 Revision dated February 2024 or earlier, 57-21-11-300-009 Revision dated February 2024 or earlier, 57-21-11-300-010, 57-21-11-300-021, 57-21-11-300-022 Revision dated February 2024 or earlier, or 57 21-11-300-025 .

Terminating Action:

- (8) Accomplishment on an aeroplane of a repair and post-repair inspections, as applicable, in accordance with the Airbus repair instructions as required by paragraph (2) of this AD, as applicable, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane, unless otherwise specified in the applicable Airbus repair instructions.

In the latter case, the initial and repetitive post-repair inspections are considered to be an integral part of the Airbus approved repair instructions and, if these are done on an aeroplane as intended, constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

Aeroplane Modification:

- (9) For Group 2 aeroplanes: From the effective date of this AD, following modification of an aeroplane in accordance with the instructions of Airbus SB A320-57-1173, SB A320-57-1186, SB A320-57-1187 or SB A320-57-1193, as applicable, inspections and, depending on findings, corrective action(s), must be accomplished as required by this AD.

Ref. Publications:

Airbus AOT A57N018-21 original issue dated 08 November 2021, or Rev. 01 dated 14 June 2023.

Airbus SB A320-57-1173 original issue dated 31 January 2013, or Rev. 01 dated 30 April 2013, or Rev. 02 dated 30 July 2013, or Rev. 03 dated 18 September 2013, or Rev. 04 dated 11 February 2014.

Airbus SB A320-57-1186 original issue dated 13 August 2013, or Rev. 01 dated 14 October 2013, or Rev. 02 dated 26 November 2013, or Rev. 03 dated 30 April 2014, or Rev. 04 dated 17 July 2014, or Rev. 05 dated 19 September 2014, or Rev. 06 dated 17 October 2014, or Rev. 07 dated 24 November 2014, or Rev. 08 dated 26 January 2015, or Rev. 09 dated 26 March 2015, or Rev. 10 dated 12 February 2016, or Rev. 11 dated 18 August 2020, or Rev. 12 dated 26 July 2021, or Rev. 13 dated 21 January 2022, or Rev. 14 dated 03 May 2022, or Rev. 15 dated 09 January 2023.

Airbus SB A320-57-1187 original issue dated 13 October 2013, or Rev. 01 dated 07 March 2014, or Rev. 02 dated 31 July 2014, or Rev. 03 dated 27 November 2014, or Rev. 04 dated 27 March 2015,



or Rev. 05 dated 10 July 2015, or Rev. 06 dated 19 October 2015, or Rev. 07 dated 01 February 2016, or Rev. 08 dated 13 December 2016, or Rev. 09 dated 21 April 2017, or Rev. 10 dated 21 March 2018, or Rev. 11 dated 04 October 2019, or Rev. 12 dated 18 January 2022, or Rev. 13 dated 03 May 2022.

Airbus SB A320-57-1193 original issue dated 16 October 2015, or Rev. 01 dated 15 February 2016, or Rev. 02 dated 18 May 2016, or Rev. 03 dated 03 August 2016, or Rev. 04 dated 30 September 2016, or Rev. 05 dated 28 November 2016, or Rev. 06 dated 04 July 2017, or Rev. 07 dated 01 December 2017, or Rev. 08 dated 27 February 2018.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 21 October 2024 as PAD 24-124 for consultation until 18 November 2024. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – 1IASA; E-mail: account.airworth-eas@airbus.com.



Appendix 1

Table 1 – Inspection Thresholds and Intervals for CEO aeroplanes
(whichever occurs first, flight hours (FH) or flight cycles (FC))

Aeroplane models	Commercial designation	Mod(s) or SB(s) embodied	Inspection Thresholds	Intervals
A319-100	CEO Sharklet retrofit	SB A320-57-1193	Before exceeding 15 500 FC or 31 000 FH since first flight	2 000 FC or 4 000 FH
	CEO Sharklet	Mod 160500 or SB A320-57-1173 or SB A320-57-1186	(A or B, whichever occurs first) A: Before exceeding 15 500 FC or 31 000 FH since first flight or B: Before exceeding 10 100 FC or 20 200 FH since accomplishment of the SRM task, or 5 months after 08 February 2024 [the effective date of EASA AD 2024-0027], whichever occurs later, as applicable	
	CJ Sharklet Retrofit	Mod 28162, 28238 and 28342 (all three) and SB A320-57-1193	Before exceeding 9 300 FC or 40 000 FH since first flight	1 200 FC or 5 100 FH
	CJ Sharklet	Mod 28162, 28238 28342 and 160500 (all four) or Mod 28162, 28238 and 28342 (all three) and SB A320-57-1173 or Mod 28162, 28238 and 28342 (all three) and SB A320-57-1186	(A or B, whichever occurs first) A: Before exceeding 9 300 FC or 40 000 FH since first flight or B: Before exceeding 6 100 FC or 26 200 FH since accomplishment of the SRM task, or 5 months after 08 February 2024 [the effective date of EASA AD 2024-0027], whichever occurs later, as applicable	



Aeroplane models	Commercial designation	Mod(s) or SB(s) embodied	Inspection Thresholds	Intervals
A320-200	CEO Sharklet retrofit	SB A320-57-1193	Before exceeding 15 500 FC or 31 000 FH since first flight	2 000 FC or 4 000 FH
	CEO Sharklet	Mod 160500 or SB A320-57-1173 or SB A320-57-1186	(A or B, whichever occurs first) A: Before exceeding 15 500 FC or 31 000 FH since first flight or B: Before exceeding 10 100 FC or 20 200 FH since accomplishment of the SRM task, or 5 months after 08 February 2024 [the effective date of EASA AD 2024-0027], whichever occurs later, as applicable	
A321-200	CEO Sharklet	Mod 160023 or SB A320-57-1187	(A or B, whichever occurs first) A: Before exceeding 15 500 FC or 31 000 FH since first flight or B: Before exceeding 6 900 FC or 13 800 FH since accomplishment of the SRM task, or 5 months after 08 February 2024 [the effective date of EASA AD 2024-0027], whichever occurs later, as applicable	



Appendix 1 (continued)

Table 2 - Inspection Thresholds and intervals for NEO aeroplanes
(whichever occurs first, flight hours (FH) or flight cycles (FC))

Aeroplane Model	Commercial designation	Mod(s) embodied	Inspection Thresholds (A or B, whichever occurs later)		Intervals (whichever occurs first, FH or FC)
A319-100	NEO	Mod 161004 or Mod 161001	A	(A1 or A2 whichever occurs first) A1: Before exceeding 11 800 FC or 23 600 FH since first flight or A2: Before exceeding 5 200 FC or 10 400 FH since accomplishment the SRM task, as applicable	2 000 FC or 4 000 FH
			B	Within 5 months after 08 February 2024 [the effective date of EASA AD 2024-0027]	
	ACJ319NEO	Mod 162338	A	(A1 or A2 whichever occurs first) A1: Before exceeding 7 000 FC or 30 100 FH since first flight or A2: Before exceeding 3 800 FC or 16 300 FH, since accomplishment the SRM task, as applicable	1 200 FC or 5 100 FH
			B	Within 5 months after 08 February 2024 [the effective date of EASA AD 2024-0027]	
A320-200	NEO	Mod 161003 or Mod 161000	A	(A1 or A2 whichever occurs first) A1: Before exceeding 11 800 FC or 23 600 FH since first flight or A2: Before exceeding 5 200 FC or 10 400 FH since accomplishment of the SRM task, as applicable	2 000 FC or 4 000 FH



Aeroplane Model	Commercial designation	Mod(s) embodied	Inspection Thresholds (A or B, whichever occurs later)		Intervals (whichever occurs first, FH or FC)
	ACJ320NEO	Mod 162339	B	Within 5 months after 08 February 2024 [the effective date of EASA AD 2024-0027]	
			A	(A1 or A2 whichever occurs first) A1: Before exceeding 7 000 FC or 30 100 FH since first flight or A2: Before exceeding 3 000 FC or 12 900 FH since accomplishment of the SRM task, as applicable	
			B	Within 5 months after 08 February 2024 [the effective date of EASA AD 2024-0027]	
A321-200	NEO	Mod 161005 or Mod 161002	A	(A1 or A2 whichever occurs first) A1: Before exceeding 8 800 FC or 17 600 FH since first flight or A2: Before exceeding 6 800 FC or 13 600 FH since accomplishment of the SRM task, as applicable	2 000 FC or 4 000 FH
			B	Within 5 months after 08 February 2024 [the effective date of EASA AD 2024-0027]	
	NEO ACF	Mod 161005 and Mod 160286	A	(A1 or A2 whichever occurs first) A1: Before exceeding 8 800 FC or 17 600 FH since first flight or A2: Before exceeding 6 800 FC or 13 600 FH	



Aeroplane Model	Commercial designation	Mod(s) embodied	Inspection Thresholds (A or B, whichever occurs later)		Intervals (whichever occurs first, FH or FC)
				since accomplishment of the SRM task, as applicable	
			B	Within 5 months after 08 February 2024 [the effective date of EASA AD 2024-0027]	
		Mod 161002 and Mod 160286	A	(A1 or A2 whichever occurs first) A1: Before exceeding 8 800 FC or 17 600 FH since first flight or A2: Before exceeding 6 800 FC or 13 600 FH since accomplishment of the SRM task, as applicable	
			B	Within 5 months after 08 February 2024 [the effective date of EASA AD 2024-0027]	

