European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2026-0055

Issued: 13 March 2026

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: 20 March 2026

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Forward Fuselage Skin Panels – Inspection

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Manufacturer(s):

Airbus, formerly Airbus industrie

Applicability:

Airbus A319-153N, A320-251N, A320-252N, A320-271N, A321-251NX, A321-252NX, A321-271NX and A321-272NX aeroplanes, having a manufacturer serial number as listed in the Appendix 1 of the AOT at Revision 01.

Definitions:

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

Affected panels: Forward fuselage section S12 panels having a Part Numbers (P/N) listed in the Table 1 of the AOT, and installed on an aeroplane as identified in Appendix 1 of the AOT.

The AOT: Airbus Alert Operator Transmission (AOT) A53N020-25 Revision 01.

Groups:

Group 1 aeroplanes are those having any Structural Repair Manual (SRM) task as listed in Appendix 2 of the AOT, category (CAT) C (temporary) repair embodied and/or any CAT C repair, covered by an Airbus Repair Design Approval Form (RDAF), embodied before the effective date of this AD.
Group 2 aeroplanes are those which are not Group 1 aeroplanes.

Reason:

An Airbus supplier identified a quality issue in production, resulting in potential deviations from the specified thickness of various fuselage panels delivered to Airbus.

This condition, if not detected and corrected, in combination with certain repair conditions, could affect the structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the AOT providing inspection instructions for the affected panels.

For the reason described above, this AD requires for each affected part a one-time general visual inspection (GVI) and a full panel thickness measurement, restriction for Master Minimum Equipment List (MMEL) and SRM tasks usage and, depending on findings, accomplishment of applicable corrective action(s).

Restrictions on SRM tasks for Group 1 and Group 2 aeroplanes are intended to be lifted. It is expected that Airbus will issue instructions supporting a revision of this AD allowing to remove the SRM restriction for Group 1 and Group 2 aeroplanes.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Reporting:

(1) For Group 1 aeroplanes: Within 14 days after the effective date of this AD, for each affected panel, accomplish the ‘local thickness mapping’, in accordance with the instructions of the AOT, and contact Airbus to report the repair status and any finding of that mapping, and for additional instructions. The AOT provides instructions for this reporting, which are acceptable for compliance with this paragraph.

(2) Following the reporting to Airbus, as required by paragraph (1) of this AD, accomplish the additional instructions provided by Airbus, within the compliance time specified therein.

Inspection:

(3) For Group 1 aeroplanes: Within 6 months after the effective date of this AD, accomplish a GVI and a full panel thickness measurement of each affected panel in accordance with the instruction of the AOT.

Corrective action(s):

(4) If, during any inspection as required by paragraph (3) of this AD, any crack is identified on an affected panel, before next flight, contact Airbus for approved repair instructions and within the compliance time specified therein, accomplish those instructions accordingly.

(5) If, during the full panel thickness measurement as required by paragraph (3) of this AD, any thickness out of the drawing tolerances is identified, as defined in the AOT, within 6 months after the effective date of this AD, contact Airbus for approved repair instructions and within the compliance time specified therein, accomplish those instructions accordingly.

MMEL Change / Dispatch Restrictions:

(6) For Group 1 and Group 2 aeroplanes: Unless otherwise specified in the instructions received by Airbus, as specified in paragraph (4) or (5), as applicable, from the effective date of this AD, do not dispatch any aeroplane under MMEL item 21-31-01A or MMEL item 21-31-01B 'Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)'.

Additional Requirements for Future Repair(s):

(7) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not accomplish any repair in accordance with any SRM task as listed in Appendix 3 of the AOT on any affected panel.

Credit:

(8) Reporting, inspection and/or corrective action, as applicable, accomplished on affected panel(s) on an aeroplane before the effective date of this AD in accordance with the instructions of the AOT at original issue are acceptable for compliance with the requirements of paragraphs (1), (2), (3), (4) or (5) of this AD, as applicable, for those affected panels on that aeroplane.

Ref. Publications:

Airbus AOT A53N020-25 at original issue dated 16 December 2025 or Revision 01 dated 18 December 2025.

The use of later approved revisions of the above-mentioned document 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 17 December 2025 as PAD 25-196 for consultation until 14 January 2026. 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.