European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2026-0120

Issued: 23 June 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: 07 July 2026

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Lateral Window Frame – Inspections

Manufacturer(s):

Airbus

Applicability:

Airbus A319–151N, A319–153N, A319–171N, A319–173N, 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, all manufacturer serial number (MSN), except:

- aeroplanes on which Airbus modification (mod) 165961 was embodied in production;
- aeroplanes on which Airbus mod 162338 was embodied in production;
- aeroplanes on which Airbus mod 162339 was embodied in production.

Definitions:

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

Affected parts: Horizontal upper stiffeners of lateral window frame at fuselage Frame 4 (FR4), both right-hand (RH) and left-hand (LH) sides.

The inspection SB: Airbus Service Bulletin (SB) A320-53-1544 (LH side) or A320-53-1545 (RH side), as applicable.

The MSB: Airbus Modification SB (MSB) A320-53-1546 (RH side) or A320-53-1547 (LH side), as applicable.

Aeroplane reference date: The date of transfer of title (ownership) which is referenced in Airbus documentation at the time of first delivery to an operator.

First rework: Rework of an affected part including only first rework cutout, accomplished in accordance with the instructions of the inspection SB or of Airbus Repair Instruction R53113695

Second rework: Rework of an affected part including up to second rework cutout, accomplished in accordance with the instructions of the inspection SB or of Airbus Repair Instruction R53113695

Third rework: Rework of an affected part including third rework cutout, accomplished in accordance with the instructions of the inspection SB or of Airbus Repair Instruction R53113695

Reason:

Following full scale fatigue test on A320 CEO aeroplanes cracks were detected on the upper stiffener of lateral windshield framing near FR4. Prompted by these findings, Airbus issued corrective actions which were mandated through EASA AD 2024-0068 for A320 CEO aeroplanes.

Due to similarity of design, this condition could also affect the structural integrity of NEO aeroplanes.

To address this potential unsafe condition on A320 NEO aeroplanes, Airbus issued the inspection SB, to provide instructions for repair of the lateral window frame as well as stiffener rework.

For the reason described above, this AD requires repetitive special detailed inspection (SDI) of the affected parts, and, depending on findings, accomplishment of applicable corrective action(s).

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:

Inspection(s):

(1) Within the compliance time as identified in Table 1 of this AD, as applicable, and, thereafter, at intervals as defined in Table 2 of this AD, as applicable, accomplish a High Frequency Eddy Current (HFEC) inspection of each affected part in accordance with the instructions of the inspection SB.

Table 1 – Threshold – A, B, C, D, E or F, whichever occurs later

A	Before exceeding 21 100 flight cycles (FC) since aeroplane first flight
B	Within 17 300 FC since accomplishment of the MSB
C	Within 3 150 FC after accomplishment on that affected part of a first rework, as applicable
D	Within 12 400 FC after accomplishment on that affected part of second rework or third rework, as applicable
E	Within 890 FC after last accomplishment, before the effective date of this AD, of Airworthiness Limitation Item (ALI) task 531105-01-2 on that affected part, as applicable

F	Within 3 150 FC after last accomplishment, before the effective date of this AD, of ALI task 531105-02-2 on that affected part, as applicable

Table 2 – Interval

Affected part configuration	Interval
Affected part: - not modified in accordance with the instructions of the MSB; and - not embodying the first rework; and - not embodying the second rework; and - not embodying the third rework	5 200 FC
Affected part embodying the second rework or the third rework	2 400 FC
All other cases	3 150 FC

Note 1: The compliance time for each affected part may be different (LH and RH side).

(2) After accomplishment of a first rework of an affected part on an aeroplane, accomplish the next HFEC inspection of that affected part, as required by paragraph (1) of this AD, within 3 150 FC after that rework. Subsequent inspections must be accomplished as required by paragraph (1) of this AD.

(3) After accomplishment of a second or third rework of an affected part on an aeroplane, accomplish the next HFEC inspection of that affected part, as required by paragraph (1) of this AD, within 12 400 FC after that rework. Subsequent inspections must be accomplished as required by paragraph (1) of this AD.

(4) After modification of an affected part on an aeroplane in accordance with the instructions of the MSB, accomplish the next HFEC inspection of that affected part, as required by paragraph (1) of this AD, within 17 300 FC after that rework. Subsequent inspections must be accomplished as required by paragraph (1) of this AD.

Corrective Action(s):

(5) If, during any inspection as required by paragraph (1), (2), (3) or (4) of this AD, discrepancies are detected, as defined in the inspection SB, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the inspection SB.
Where the inspection SB provides instruction to “Contact AIRBUS and follow their instructions”, this AD requires to contact Airbus for applicable repair instructions and, within the compliance time specified in those instructions, accomplish those instructions accordingly.

Credit:

(6) If, before the effective date of this AD, any crack has been detected on an affected part of an aeroplane during an inspection in accordance with the instructions of ALI task 531105, and repaired in accordance with Airbus approved instructions, which include(s) post-repair repetitive inspections, accomplish the following inspections of that repaired affected part in accordance with, and within the compliance time as specified in, the Airbus approved instructions.

(7) Accomplishment of inspections and/or corrective actions on an aeroplane, as applicable, as required by paragraphs (1) to (5) of this AD allows cancellation of ALI task 531105 from the approved Aircraft Maintenance Program, on the basis of which the operator or the owner ensures the continuing airworthiness of that aeroplane.

Terminating Action:

(8) None.

Reporting:

(9) If, during any inspection as required by paragraphs (1), (2), (3) or (4) of this AD, as applicable, discrepancies are detected, as identified in the inspection SB, within 90 days after that inspection or within 90 days after the effective date of this AD, whichever occurs later, report the results to Airbus. Using the instructions of the inspection SB is an acceptable method to comply with this reporting requirement.

Ref. Publications:

Airbus SB A320-53-1544 at original issue dated 22 December 2025.

Airbus SB A320-53-1545 at original issue dated 22 December 2025.

Airbus MSB A320-53-1546 at original issue dated 22 December 2025.

Airbus MSB A320-53-1547 at original issue dated 22 December 2025.

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. The original issue of this AD was posted on 09 April 2026 as PAD 26-045 for consultation until 07 May 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 .