



Airworthiness Directive

AD No.: 2026-0144R1

Issued: 11 September 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):

A320 and A321 aeroplanes

Effective Date: Revision 01: 18 September 2026
Original issue: 28 July 2026

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2026-0144 dated 21 July 2026.

ATA 55 – Stabilizers – Rudder Outer Skin – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A320-251N, A320-252N, A321-252NX and A320-271N, having manufacturer serial numbers (MSN) 12680, 12729, 12751, 12764, 12776, 12852 and 12912.

Definitions:

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

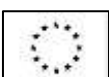
Affected part: Rudders having a serial number (s/n) as listed in Appendix 1 of this AD.

The SB: Airbus Service Bulletin (SB) A320-55-1070.

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.

Reason:

Dents on the rudder were identified during production. Investigations revealed that those dents are caused by the storage trolleys used to transport the rudder in the assembly line.



This condition, if not detected and corrected, could lead to structural damage of the rudder panels, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus identified the rudders potentially affected and the aeroplanes having those rudders installed, and issued the SB, providing instruction for a detailed visual inspection (DVI) and a woodpecker inspection of the concerned areas of the affected parts. Consequently, EASA issued AD 2026-0144 and required determination of the s/n of the rudders and reporting to Airbus, accomplishment of the DVI on the concerned areas of the affected parts and corrective action(s), if applicable.

This AD is revised to clarify the compliance time for the corrective actions in paragraph (3) of this AD.

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 15 days after 28 July 2026 [the effective date of the original issue of this AD], visually inspect the rudder to determine the s/n of the rudder.

A review of aircraft delivery or maintenance records is acceptable in lieu of the inspection as required by this paragraph, provided that those records can be relied upon for that purpose, and the s/n of the rudder can be conclusively identified from that review.

- (2) Before exceeding 2 000 flight cycles or 12 months, whichever occurs first since the aeroplane reference date, or concurrently with the first rudder removal after 28 July 2026 [the effective date of the original issue of this AD], whichever occurs first, accomplish the inspections of the affected part in accordance with the instructions of the SB.

Corrective Action(s):

- (3) If, during the inspections as required by paragraph (2) of this AD, discrepancies, as defined in the SB, are detected, within the compliance time specified in the SB, as applicable, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

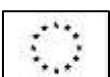
Where the SB requires to contact Airbus for corrective action(s) instructions, this AD requires to contact Airbus before next flight for approved corrective action(s) instructions and, within the compliance time specified therein, to accomplish those instructions accordingly.

Part replacement:

- (4) From 28 July 2026 [the effective date of the original issue of this AD], it is allowed to replace an affected part provided that, before that replacement:

(4.1) The affected part has been inspected as required by paragraph (1) and (2) of this AD; and

(4.2) Corrective action(s), as applicable, are accomplished as required by paragraph (3) of this AD.



Reporting:

- (5) Within 15 days after the determination as required by paragraph (1) or (4.1) of this AD, as applicable, or after 28 July 2026 [the effective date of the original issue of this AD], whichever occurs later, report the s/n of the rudder and the MSN of that aeroplane to Airbus.
- (6) Within 30 days after the inspection as required by paragraph (2) or (4.1) of this AD, as applicable, or after 28 July 2026 [the effective date of the original issue of this AD], whichever occurs later, report the inspection results, including no findings, to Airbus. Using the instructions of the Reporting Sheet of the SB is an acceptable method to comply with this reporting requirement.

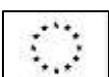
Ref. Publications:

Airbus SB A320-55-1070 at original issue dated 30 June 2026.

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. Based on the required actions and the compliance time, the original issue of this AD was posted on 21 July 2026 as Final AD with Request for Comments, postponing the public consultation process until 18 August 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.



Appendix 1
Affected Rudder s/n

Aeroplane MSN	Rudder s/n
12680	HMC5533
12729	HMC5574
12751	HMC5614
12764	HMC5622
12776	HMC5606
12852	HMC5666
12912	HMC5601

Note 1: MSNs of aeroplanes provided in this appendix are those on which the affected parts were installed at the aeroplane reference date.

