



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-076

Issued: 16 June 2023

Note: This Proposed Airworthiness Directive (PAD) 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.

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 date indicated.

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A320 and A321 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Cargo Door Frame Attachment Drillings – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A320-214, A320-216, A320-251N, A320-271N and A321-253NX aeroplanes, manufacturer serial numbers 8781, 8998, 9015, 9036, 9049, 9068, 9077, 9130, 9175, 9197, 9200, 9211, 9216, 9246, 9252, 9253, 9254, 9264, 9273, 9287, 9300, 9306, 9313, 9316, 9317, 9328, 9329, 9331, 9332, 9341, 9343, 9354, 9358, 9363, 9373, 9378, 9384, 9391, 9394, 9428, 9431, 9439, 9446, 9453, 9454, 9457, 9465, 9473, 9482, 9526, 9559, 9574, 9590, 9595, 10019 and 10044.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A320-53-1493 or SB A320-53-1494, as applicable.

Affected area: Zones as identified in the SB.



Reason:

Following a quality review of the cargo door frame-to-fuselage skin panel assembly on the final assembly line, several drillings were identified as deviating from manufacturing requirements, generating oversized holes.

This condition, if not detected and corrected, could lead to reduced structural integrity of the fuselage.

To address this potential unsafe condition, Airbus issued the SB, providing inspection instructions.

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

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Before exceeding 41 800 flight hours (FH) or 20 900 flight cycles (FC), whichever occurs first since first flight of the aeroplane, and, thereafter, at intervals not exceeding 88 200 FH or 44 100 FC, whichever occurs first, accomplish an SDI of the affected area in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during any SDI as required by paragraph (1) of this AD, discrepancies are detected, as defined in the SB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

Terminating Action:

- (3) None.

Ref. Publications:

Airbus SB A320-53-1493 original issue dated 21 March 2023.

Airbus SB A320-53-1494 original issue dated 21 March 2023.

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

Remarks:

1. This Proposed AD will be closed for consultation on 14 July 2023.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.

4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – 1IASA; E-mail: account.airworth-eas@airbus.com.

