



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-085R1

Issued: 30 September 2024

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):

A318, A319, 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: This AD supersedes EASA AD 2023-0212 dated 06 December 2023.

ATA 53 – Fuselage – Double Joggle Area at Frame 16 and Frame 20 – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A318-111, A318-112, A318-121, A318-122, 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, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-111, A321-112, A321-131, 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 (MSN), except aeroplanes in any of the configurations below:

- Aeroplanes on which Airbus modification (mod) 160917 has been embodied in production;
- A318 aeroplanes on which Airbus mod 39195 has been embodied in production, or Airbus Service Bulletin (SB) A320-00-1219 has been embodied in service;
- A319 aeroplanes on which Airbus mod 28238, mod 28162 and mod 28342 have been embodied in production;
- A319 aeroplanes on which Airbus mod 162338 has been embodied in production;



- A320 aeroplanes on which Airbus mod 162339 has been embodied in production;
- CEO aeroplanes on which Airbus SB A320-53-1378, SB A320-53-1379, SB A320-53-1380 and SB A320-53-1381 have been embodied in service;
- NEO aeroplanes on which Airbus SB A320-53-1422, SB A320-53-1423, SB A320-53-1424, and SB A320-53-1425 have been embodied in service.

Definitions:

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

CEO aeroplanes: Commercial designation standing for Current Engine Option (CEO) for certain A318, A319, A320 and A321 aeroplanes having a configuration as defined in the EASA TCDS EASA.A.064.

NEO aeroplanes: Commercial designation standing for New Engine Option (NEO) for certain A319, A320 and A321 aeroplanes having a configuration as defined in the EASA TCDS EASA.A.064.

Affected area: Fuselage double joggle areas at frame (FR)16 and FR20, right-hand (RH) and left-hand (LH) sides.

The inspection SB: Airbus SB A320-53-1373 (CEO/FR16), SB A320-53-1374 (CEO/FR20), SB A320-53-1375 (NEO/FR16) or SB A320-53-1376 (NEO/FR20), as applicable to the aeroplane model and affected area.

The modification SB: Airbus SB A320-53-1378 (CEO/FR20 RH), SB A320-53-1379 (CEO/FR20 LH), SB A320-53-1380 (CEO/FR16 RH), SB A320-53-1381 (CEO/FR16 LH), SB A320-53-1425 (NEO/FR20 RH), SB A320-53-1424 (NEO/FR20 LH), SB A320-53-1423 (NEO/FR16 RH) and SB A320-53-1422 (NEO/FR16 LH), as applicable to the aeroplane model and affected area.

Aeroplane date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

Reason:

During inspections accomplished in accordance with Airworthiness Limitation Item (ALI) tasks 531153 and 531155, cracks were detected in the affected areas.

This condition, if not detected and corrected, could reduce the structural integrity of the fuselage.

To address this potential unsafe condition, Airbus issued the inspection SB applicable to CEO aeroplanes, to provide instructions for special detailed inspections (SDI) of the affected areas, superseding the applicable ALI tasks (531153-02-1, 531153-02-2, 531155-02-1 and 531155-02-2). Airbus also issued the modification SB to provide instructions to reinforce the affected areas as an optional terminating action for the repetitive SDI. Consequently, EASA issued AD 2021-0227 to require repetitive SDI of the affected areas and, depending on findings, accomplishment of applicable corrective action(s). That AD also included reference to an optional terminating action for the repetitive SDI.



After EASA AD 2021-0227 was issued, Airbus issued the inspection SB and modification SB for NEO aeroplanes. Airbus also developed additional (new) Structural Repair Manual (SRM) tasks for corrective action(s) applicable to CEO aeroplanes, which were recognised as additional alternative method to Airbus repair designs originally required by EASA AD 2021-0227, and updated SB A320-53-1373 (CEO/FR16) and SB A320-53-1374 (CEO/FR20) accordingly. Consequently, EASA issued EASA AD 2023-0212, superseding AD 2021-0227, to expand the Applicability to include NEO aeroplanes.

Since EASA AD 2023-0212 was issued, it has been determined that paragraph (8) of that AD wrongly terminated the AD mandated inspections for all the Airbus repairs instructions, while only those in which the termination of the AD mandated inspections was explicitly written in the Airbus approved instructions should have been considered.

For the reason described above, this AD retains the requirements of EASA AD 2023-0212, which is superseded, and introduces additional requirements for aeroplanes which have been repaired after accomplishment of ALI tasks 531153-02 or 531155-02.

This PAD is republished for consultation for additional 2 weeks after comments were received and the Required Action(s) and Compliance Time(s) paragraph (2) was adapted and paragraph (3) was added.

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 threshold and, thereafter, at intervals not exceeding the value as defined in Table 1 (for CEO aeroplanes) or Table 2 (for NEO aeroplanes) of this AD, as applicable, accomplish an SDI of each affected area in accordance with the instructions of the inspection SB.

Table 1 – SDI Compliance Time for CEO aeroplanes

Affected Area	Threshold (A or B, whichever occurs later)		Interval
FR 16	A	Before exceeding 30 200 flight cycles (FC) since aeroplane first flight	6 800 FC
	B	Within 6 800 FC since last accomplishment of ALI task 531153-02-1 and task 531153-02-2 (see Note 1)	
FR 20	A	Before exceeding 31 891 FC since aeroplane first flight	8 900 FC
	B	Within 8 900 FC since last accomplishment of ALI task 531155-02-1 and task 531155-02-2 (see Note 2)	

Table 2 – SDI Compliance Time for NEO aeroplanes

Affected Area	Threshold (A or B, whichever occurs later)	Interval
FR 16	Before exceeding 30 200 flight cycles (FC) since aeroplane first flight	6 800 FC



FR 20	Before exceeding 31 891 FC since aeroplane first flight	8 900 FC
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Note 1: ALI task 531153-02-1 applies to the LH side and ALI task 531153-02-2 applies to the RH side. Compliance time 'B' in Table 1 of this AD must be counted from the earlier date between the last accomplishment of any of those two ALI tasks.

Note 2: ALI task 531155-02-1 applies to the LH side and ALI task 531155-02-2 applies to the RH side. Compliance time 'B' in Table 1 of this AD must be counted from the earlier date between the last accomplishment of any of those two ALI tasks.

Note 3: ALI tasks 531153-02-2 and 531155-02-2 have been deleted (for both, CEO and NEO aeroplanes) by issuance of ALI Part 2 Variation 9.2 dated 10 November 2022 and, for NEO aeroplanes only, replaced by ALI tasks 531153-03-1 and 531155-03-1.

Additional requirements

(2) For an aeroplane that has been inspected in accordance with ALI task 531153-02-1, 531153-02-2, 531155-02-1, 531155-02-2, 531153-03-1 and/or 531155-03-1 and repaired using Airbus approved instructions:

- (2.1) Accomplish the (repetitive) inspections of each repaired fastener hole in accordance with the applicable Airbus approved repair instructions within the time period(s) after repair, as specified therein.
- (2.2) For an aeroplane that was repaired using an Airbus repair instruction category A and that took credit of paragraph (8) of EASA AD 2023-0212, it is allowed to accomplish the next inspection as required by paragraph (1) of this AD or within 3 months after the effective date of this AD whichever occurs later, or contact Airbus for approved instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Note 4: In case the applicable Airbus approved instructions, as mentioned in paragraph (2.1) of this AD, provide explicit terminating action for the requirements of paragraph (1) of this AD, paragraph (9) is applicable.

(3) For an aeroplane that has been repaired, before the effective date of this AD, in the affected area by this AD using Airbus approved instructions unrelated to (not a result of a finding during an ALI inspection) ALI task 531153-02-1, 531153-02-2, 531155-02-1, 531155-02-2, 531153-03-1 and/or 531155-03-1 as applicable before exceeding the thresholds as specified in Table 1 (for CEO aeroplanes) or Table 2 (for NEO aeroplanes) of this AD, as applicable, contact Airbus for approved instructions and accomplish those instructions accordingly.

Corrective Action(s):

(4) If, during any inspection as required by paragraph (1) of this AD, any crack is detected, before next flight, accomplish all the applicable corrective actions in accordance with the instructions of the inspection SB, as applicable, or contact Airbus for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.



Credit:

- (5) Any post-repair inspection instructions approved by Airbus and stating that those instructions supersede Airbus ALI task 531153-02-1, 531153-02-2, 531155-02-1, 531155-02-2, 531153-03-1 and/or 531155-03-1 inspection requirements, are acceptable to comply with the inspection requirements of paragraph (1) for the specific area(s) detailed in the approved repair instructions statement. For all other affected areas, the requirements of this AD remain applicable.

Note 5: For all non-repaired fastener holes, refer to paragraph (1) of this AD.

ALI Tasks Superseded:

- (6) Accomplishment of inspections on an aeroplane as required by paragraph (1) of this AD supersedes ALI tasks 531153-02-1, 531153-02-2 (531153-03-1 for NEO only), 531155-02-1, 531155-02-2 and (531155-03-1 for NEO only), as applicable, for that aeroplane.

Terminating Action:

- (7) Accomplishment of corrective action(s) on an aeroplane as required by paragraph (4) of this AD does not constitute terminating action for the repetitive SDI as required by paragraph (1) of this AD for that aeroplane, unless specified otherwise in the instructions provided by Airbus.
- (8) Modification of an affected area on an aeroplane in accordance with the instructions of the modification SB constitutes terminating action for the repetitive SDI as required by paragraph (1) of this AD for that affected area on that aeroplane.
- (9) Accomplishment of inspection(s) on an aeroplane as specified by paragraph (2) of this AD for a repaired fastener hole does not constitute terminating action for the repetitive SDI as required by paragraph (1) of this AD for that repaired fastener hole on that aeroplane, unless otherwise specified in the Airbus instructions as specified by paragraph (2).

Ref. Publications:

Airbus SB A320-53-1373 original issue dated 14 June 2018, or Revision 01 dated 03 December 2021, or Revision 2 dated 16 November 2023.

Airbus SB A320-53-1374 original issue dated 14 June 2018, or Revision 01 dated 03 December 2021, or Revision 2 dated 16 November 2023.

Airbus SB A320-53-1375 original issue dated 01 December 2022.

Airbus SB A320-53-1376 original issue dated 01 December 2022.

Airbus SB A320-53-1378 original issue dated 14 June 2018, or Revision 01 dated 17 September 2019, or Revision 02 dated 20 April 2023.

Airbus SB A320-53-1379 original issue dated 14 June 2018, or Revision 01 dated 17 September 2019, or Revision 02 dated 13 January 2021, or Revision 03 dated 20 April 2023.



Airbus SB A320-53-1380 original issue dated 14 June 2018, or Revision 01 dated 13 September 2019, or Revision 02 dated 20 April 2023.

Airbus SB A320-53-1381 original issue dated 14 June 2018, or Revision 01 dated 18 September 2019, or Revision 02 dated 20 April 2023.

Airbus SB A320-53-1422 original issue dated 01 December 2022.

Airbus SB A320-53-1423 original issue dated 01 December 2022, or Revision 01 dated 23 October 2023.

Airbus SB A320-53-1424 original issue dated 01 December 2022.

Airbus SB A320-53-1425 original issue dated 01 December 2022.

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 October 2024.
2. The original issue of this PAD was posted on 12 July 2024 for consultation until 09 August 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.
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.

