

Airworthiness Directive

AD No.: 2024-0210R1**Issued:** 22 July 2025

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):

A318, A319, A320 and A321 aeroplanes

Effective Date: Revision 01: 29 July 2025
Original issue: 12 November 2024

TCDS Number(s): EASA.A.064**Foreign AD:** Not applicable**Revision:** This AD revises EASA AD 2024-0210 dated 29 October 2024.

ATA 53 – Fuselage – Inner Cap and Frame Flange at Frame 68 Stringer 22 – Inspections

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, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers, except:

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

Definitions:

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

Inspection area: Inner cap and web horizontal flange at frame (FR)68 at level of stringer 22 and around the door stop 1 nuts, at aft passenger/crew door, both left-hand (LH) and right-hand (RH) sides.

The SB: Airbus SB A320-53-1491 Revision 02.

Groups:

Group 1 inspection areas are those on which Airbus repair part having Part Number (P/N) R534-20799 is installed or any other repair part approved by Airbus is embodied.

Group 2 inspection areas are those which are not Group 1.

Reason:

Cracks have been reported in the inner cap and web horizontal flange at FR68 (LH and RH sides) at level of stringer 22 during accomplishment of inspections required by EASA AD 2016-0238 (later superseded by EASA AD 2021-0242).

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

To address this potential unsafe condition, Airbus issued the SB A320-53-1491 (later revised), and EASA issued AD 2022-0030 to require repetitive inspections of that area.

After that AD was issued, cracks have been found at the door stop fitting number 1 holes at frame 68, after the door stop fitting disassembly during accomplishment of inspections in accordance with the instructions of SB A320-53-1491 Revision 01.

Therefore, Airbus issued the SB, as defined in this AD, to include an additional inspection of the frame 68 door stop fitting number 1 holes. The inspection area is extended with an additional high-frequency eddy-current (HFEC) inspection to be performed on the FR68 around the door stop fitting number 1 nuts. The compliance times have been reassessed and the SB has been updated accordingly. Consequently, EASA issued AD 2024-0210 which retained the requirements of EASA AD 2022-0030, which was superseded, and required repetitive special detailed inspection (SDI) of the inspection areas.

Since this AD was issued, Airbus reassessed the compliance time for Group 2 inspection areas and it was determined that credit can be provided for aeroplanes having embodied that SB at any revision.

For the reasons described above, this AD is revised to update the Group 2 compliance time 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) Before exceeding the compliance time(s) as defined in Table 1 of this AD, and, thereafter, at intervals not to exceed the value as defined in Table 1 of this AD, as applicable, accomplish the SDI of each inspection area in accordance with the instructions of the SB.



- (2) If, before 12 November 2024 [the effective date of the original issue of this AD], any Airbus approved repair instructions have been issued, supplementing the instructions of SB A320-53-1491 at any revision for an inspection area, accomplish those instructions on that inspection area within the compliance time specified therein. Accomplishment of those inspections on that inspection area does not supersede the requirement of paragraph (1) of this AD for that inspection area.
- (3) If, before 12 November 2024 [the effective date of the original issue of this AD], any Airbus approved repair instructions have been issued, superseding the instructions of SB A320-53-1491 at any revision for an inspection area, accomplish those instructions on that inspection area within the compliance time specified therein. Accomplishment of those inspections on that inspection area supersedes the requirement of paragraph (1) of this AD for that inspection area.

SUPERSEDED



Table 1 – Initial SDI and Interval

| Group | Inspection Thresholds (whichever occurs later) | Intervals |
|---------|---|-----------|
| Group 1 | Within 20 000 flight cycles (FC) after aeroplane first flight, or within 19 700 FC after the last inspection in accordance with the instructions of the original issue or Revision 01 of Airbus SB A320-53-1491, as applicable. | 19 700 FC |
| Group 2 | <p>Within 20 000 FC after aeroplane first flight</p> <p>Within 16 200 FC after the last inspection in accordance with the instructions of, whichever occurs first (A, B or C), as applicable:</p> <p>A) Airbus SB A320-53-1491 without findings <u>and</u> Airbus SB A320-53-1288 without findings at FR68 door stop 1 (whichever occurs first),</p> <p>B) Airbus SB A320-53-1491 without findings <u>and</u> Airworthiness Limitation Item (ALI) task 534130 accomplished before 22 November 2021 [the effective date of EASA AD 2021-0242] without findings at FR68 door stop 1 (whichever occurs first);</p> <p>C) Airbus SB A320-53-1491 without findings <u>and</u> after accomplishment of a repair of FR68 door Stop 1 in accordance with SRM task 53-41-12-300-009 (whichever occurs first)</p> <p>D) After accomplishment/embodiment of Airbus SB A320-53-1290</p> | 16 200 FC |
| | Within 12 months after 12 November 2024 [the effective date of the original issue of this AD]. | |

Corrective Action(s):

- (4) If, during any inspection as required by paragraph (1), (2) or (3) of this AD, as applicable, discrepancies and/or cracks are detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the SB, or contact Airbus for approved corrective action(s) instructions and, within the compliance time specified therein, accomplish those instructions accordingly, as applicable (see Note 1 of this AD).

Note 1: After embodiment of any Airbus approved repair part on a Group 2 inspection area, that area is considered a Group 1 inspection area.

Credit:

- (5) For Group 1 inspection area: SDI(s) accomplished on an inspection area, before 12 November 2024 [the effective date of the original issue of this AD], in accordance with the instructions of the Airbus SB A320-53-1491 at original issue or Revision 01, as applicable, is acceptable to comply with the requirements of paragraph (1) of this AD for that inspection area.

Note 2: Credit provided by paragraph (5) can only be taken for inspection areas, where instructions in the initial issue or Revision 01 of the SB exist.



Terminating Action:

- (6) Accomplishment of corrective action(s) on an inspection area as required by paragraph (4) of this AD does not constitute terminating action for the repetitive SDI as required by paragraph (1), (2) or (3) of this AD for that inspection area, unless specified otherwise in the instructions provided by Airbus.

Reporting:

- (7) Within 90 days after accomplishment of each SDI as required by paragraph (1) of this AD, or after 12 November 2024 [the effective date of the original issue of this AD], whichever occurs later, report the findings to Airbus. Using the inspection report attached to the SB is an acceptable method to comply with this requirement.

Ref. Publications:

Airbus SB A320-53-1491 original issue dated 14 August 2020, or Revision 01 dated 2 May 2022, or Revision 02 dated 30 July 2024.

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. The original issue of this AD was posted on 30 September as PAD 24-113 for consultation until 14 October 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.
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.

