



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 25-026**

**Issued: 03 February 2025**

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:** None

## ATA 53 – Fuselage – Centre Fuselage Skin and Forward Pressure Bulkhead – Inspection

**Manufacturer(s):**

Airbus, formerly Airbus Industrie

**Applicability:**

Airbus A318-111, A318-112, 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, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, 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) up to MSN 09287 inclusive on which Airbus modification (mod) 157159 is embodied in production

except aeroplanes in any of the following configuration:

- Airbus A318 aeroplanes on which Airbus mod 39195 was embodied in production or Airbus Service Bulletin (SB) A320-00-1219 was embodied in service;



- Airbus A319 CEO aeroplanes, on which Airbus mod 28162 and mod 28238 and mod 28342 were embodied in production;
- Airbus A320 NEO aeroplanes on which Airbus mod 162339 was embodied in production.

### Definitions:

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

**CEO aeroplanes:** Current Engine Option (CEO), a commercial designation for Airbus A318-111, A318-112, , 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, , A320-232, A320-233, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes.

**NEO aeroplanes:** New Engine Option (NEO), a commercial designation for Airbus 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.

**Affected area 1:** Forward pressure bulkhead connection to frame (FR) 35 for Airbus A319 and A320 aeroplanes and FR35.8 for Airbus A321 aeroplanes, between stringer (STR) 28 and STR 31, both left hand (LH) and right hand (RH) sides.

**Affected area 2:** Fuselage skin at FR35 for Airbus A318, A319 and A320 aeroplanes and FR35.8 for Airbus A321 aeroplanes, at STR30, both LH and RH sides.

**The SB:** Airbus SB A320-53-1519 or Airbus SB A320-53-1520, as applicable

### Reason:

During a review of the cold working process in the assembly line, a deviation to the manufacturing process has been detected, which could adversely affect the fatigue life of the affected areas.

This condition, if not detected and corrected, could lead to crack initiation and propagation, possibly resulting in reduced structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB providing inspections instructions for the affected areas.

For the reason described above, this AD requires accomplishment of repetitive inspections and, depending on findings, accomplishment of corrective actions.



**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) For A319, A320 and A321 aeroplanes: Before exceeding 60 000 flight hours (FH) or 30 000 flight cycles (FC), whichever occurs first since aeroplane first flight, and, thereafter at intervals not exceeding 37 700 FH or 18 800 FC, whichever occurs first, inspect the fastener holes' nominal diameter of the affected areas 1 and 2, in accordance with the instructions of the SB.
- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the SB, contact Airbus for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.
- (3) For A319, A320 and A321 aeroplanes: If, during the inspection as required by paragraph (1) of this AD, no discrepancy is detected, before next flight, accomplish the rototest inspection at the affected areas 1 and 2, in accordance with the instructions of the SB.
- (4) Accomplishment of the High Frequency Eddy Current (HFEC) inspection for the affected area 1 is an acceptable method to comply to the rototest inspection of the affected area 1 as required by paragraph (3) of this AD; subsequent inspection must be accomplished before exceeding 30 000 FH or 15 000 FC, whichever occurs first.
- (5) For A318 aeroplanes: Before exceeding 5 000 FH or 2 500 FC, whichever occurs first after the effective date of this AD, and, thereafter, at intervals not exceeding 37 700 FH or 18 800 FC, whichever occurs first, accomplish the rototest inspection, at the affected area 2, in accordance with the instructions of the SB.

**Corrective Action(s):**

- (6) If, during inspection as required by paragraph (3), (4) or (5) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

**Terminating Action:**

- (7) Accomplishment on an aeroplane of a repair and post-repair initial and repetitive inspections of an affected area, as applicable, in accordance with Airbus approved repair instructions, as required by paragraph (6) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraphs (1),(3), (4) and (5) of this AD for that affected area of that aeroplane, unless otherwise specified in the applicable Airbus approved repair instructions.
- (8) Accomplishment of a repair of each fastener hole of an affected area of an aeroplane in accordance with the instructions of the SB (R53370370), accomplished before next flight after having passed (no discrepancy found) a rototest inspection of that affected area, as required by paragraph (3) of this AD, constitutes terminating action for the repetitive inspections as required by this AD for that affected area of that aeroplane (see Note 1 of this AD).



Note 1: The repair of an affected area as identified in paragraph (8) of this AD does not constitute terminating action for the repetitive inspections as required by this AD for that affected area, if accomplished before next flight after having passed an HFEC inspection of that area.

#### Ref. Publications:

Airbus SB A320-53-1519 at original issue dated 18 November 2024.

Airbus SB A320-53-1520 at original issue dated 18 November 2024.

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 03 March 2025.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:account.airworth-eas@airbus.com).

