



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-027

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):

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 Frame Foot Joint – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A321-251NX, A321-252NX, A321-253NX, A321-271NX and A321-272NX aeroplanes, all manufacturer serial number (MSN), up to MSN 09287 included, on which Airbus modification (mod) 160286 was embodied in production.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A320-53-1524.

Affected area: Each frame foot joint connection at frames (FR) FR37 to FR41 (inclusive) between stringer (STR) 21 to STR 23, both left hand (LH) and right hand (RH) sides.

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 area.



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) Before exceeding 48 000 flight hours (FH) or 24 000 flight cycles (FC), whichever occurs first since aeroplane first flight, and, thereafter, at intervals not exceeding 25 600 FH or 12 800 FC, whichever occurs first, inspect the fastener holes' nominal diameter of the affected areas 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, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.
- (3) If, during the inspection as required by paragraph (1) of this AD, no discrepancy is detected, before next flight, accomplish a rototest inspection of the fastener holes at each affected area in accordance with the instructions of the SB.
- (4) Accomplishment of an High Frequency Eddy Current (HFEC) inspection around the fastener holes at an affected area is an acceptable method to comply to the inspection requirement of paragraph (3) of this AD for that affected area; subsequent inspection of that affected area must be accomplished before exceeding 8 500 FH or 4 200 FC, whichever occurs first.

Corrective Action(s):

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

Terminating Action:

- (6) 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 (5) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraphs (1), (3) and (4) of this AD for that affected area of that aeroplane, unless otherwise specified in the applicable Airbus approved repair instructions.
- (7) 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 (7) 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 A320-53-1524 original issue dated 18 November 2024.

The use of later approved revisions of the above-mentioned document 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.
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.

