



Airworthiness Directive

AD No.: 2025-0066

Issued: 28 March 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):

A319, A320 and A321 aeroplanes

Effective Date: 11 April 2025

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Pressure Panel at Centre Wing Box – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

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, 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, A321-272NX, aeroplanes, all manufacturer serial numbers (MSN) on which Airbus modification (mod) 157003 is embodied in production, up to and including MSN 09287, except Airbus A319 CEO aeroplanes on which Airbus mod 28162 and mod 28238 and mod 28342 are embodied.



Definitions:

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

CEO aeroplanes: Current Engine Option (CEO), a commercial designation for Airbus 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, A321-211, A321-212, A321-213, A321-231, 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, A321-272NX aeroplanes.

Affected area: Pressure deck membrane to centre wing box (CWB) attachment, under titanium angle connection and corner brackets at frame (FR)36, at stringer (STR) 30, both left hand (LH) and right hand (RH) sides.

The SB: Airbus Service Bulletin (SB) A320-53-1522 or A320-53-1523, as applicable.

Groups: Group 1 are A319, A320 and A321 aeroplanes, except those which are Group 2 aeroplanes. Group 2 are A320 aeroplanes having MOD 162339 embodied.

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) Before exceeding the compliance time, and, thereafter, at intervals not exceeding the values as specified in Table 1 of this AD, as applicable, inspect the fastener holes' nominal diameter of the affected area, in accordance with the instructions of the SB.



Table 1 - Inspection Compliance Time

Groups	Initial Inspection (whichever occurs first since aeroplane first flight)	Interval (whichever occurs first)
Group 1	48 000 flight hours (FH) or 24 000 flight cycles (FC)	44 300 FH or 22 100 FC
Group 2	51 600 FH or 12 000 FC	43 600 FH or 10 100 FC

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as defined in the SB, is detected, 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 at the affected area, in accordance with the instructions of the SB.

Corrective Action(s):

- (4) If, during any rototest inspection as required by paragraph (3) 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.

Terminating Action:

- (5) Accomplishment on an aeroplane of a repair and post-repair initial and repetitive inspections, as applicable, in accordance with the instructions of an Airbus approved repair instructions, as required by paragraph (2) or (4) of this AD, as applicable, does not constitute terminating action for the repetitive inspections as required by paragraphs (1) and (3) of this AD for that aeroplane, unless otherwise specified in the applicable Airbus repair instructions.
- (6) 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.

Ref. Publications:

Airbus SB A320-53-1522 original issue dated 18 November 2024.

Airbus SB A320-53-1523 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 03 February 2025 as PAD 25-028 for consultation until 03 March 2025. 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.

