



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-028

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):

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 – 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 mod 157003 is embodied in production, up to and including MSN 09287, except aeroplanes in any of the following:

- 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	44 300 FH or 22 100 FC

- (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 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, 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. 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 .

