



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 25-031**

**Issued: 07 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:** This AD supersedes EASA AD 2018-0289R1 dated 10 February 2021.

## ATA 53 – Fuselage – Service Door Stop Fitting Hole – Inspection / Repair

**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, A319-151N, A319-153N, A319-171N, A319-173N, 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, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-253NY, A321-271N, A321-271NX, A321-272N and A321-272NX aeroplanes, all manufacturer serial numbers, except:

- Aeroplanes having the modification SB, as defined in this AD, embodied after 6 100 flight cycles (FC) since aeroplane first flight; or
- A318 aeroplanes on which Airbus modification (mod) 39195 was embodied in production, or Airbus Service Bulletin (SB) A320-00-1219 was embodied in service; or
- A319 CEO aeroplanes on which Airbus mod 28238, mod 28162 and mod 28342 were embodied in production; or
- A319 NEO aeroplanes on which Airbus mod 162338 was embodied in production; or
- A320 NEO aeroplanes on which Airbus mod 162339 was embodied in production; or



- NEO aeroplanes on which Airbus mod 171840 was embodied in production.

### Definitions:

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

**The inspection SB:** Airbus SB A320-53-1339 or Airbus SB A320-53-1387, as applicable.

**The modification SB:** Airbus SB A320-53-1330 or Airbus SB A320-53-1386, as applicable.

**Affected areas:** Door stop fitting holes at positions 1 and 7 at fuselage frames (FR)16 and FR20, on left-hand and right-hand sides, respectively.

**CEO aeroplanes:** Current Engine Option (CEO), a commercial designation for 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, A321-232 aeroplanes.

**NEO aeroplanes:** Airbus A319-151N, A319-153N, A319-171N, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-253NY, A321-271N, A321-271NX, A321-272N and A321-272NX aeroplanes, commercially known as New Engine Option (NEO).

**Groups:** Group 1 aeroplanes are those on which the modification SB was accomplished before 6 100 FC since the aeroplane first flight.

Group 2 aeroplanes are those which are not Group 1 aeroplanes.

### Reason:

During accomplishment of airworthiness limitations item (ALI) task 531103-01-1 on an aeroplane, a crack was found in an affected area. At the time of the inspection, the affected aeroplane had accumulated 27 340 FC since first flight, which is significantly below the FC threshold required for that ALI task.

This condition, if not detected and corrected, could affect the structural integrity of FR16 and FR20 of the aeroplane.

To address this potential unsafe condition, Airbus developed a modification (cold working), which reinforces the affected areas and allows accomplishment of the next inspection at extended thresholds. Airbus also revised the thresholds for the inspection of the affected area for pre-mod aeroplanes, and published these thresholds in new ALI tasks 531103-01-2 and 531103-01-3. EASA published AD 2017-0231, requiring, among others, accomplishment of those ALI tasks.

After that AD was issued, it was decided to replace the applicable ALI tasks with the inspection SB and modification SB. Consequently, both ALI tasks 531103-01-2 and 531103-01-3 will be deleted at the next opportunity of the applicable Airbus airworthiness limitations section document for the aircraft models affected by that AD.



For the reason stated above, EASA issued AD 2018-0289 to require repetitive inspections of the affected areas and, depending on findings, accomplishment of applicable corrective action(s). That AD also included reference to the applicable modification SB which provides an optional terminating action for the repetitive inspections required by that AD, or allows deferral of the next inspection, depending on the timing of modification embodiment.

After EASA AD 2018-0289 was issued, an operator reported a possible misunderstanding of the compliance time as defined in Item B of Table 1, based on latest accomplishment of ALI task 531103-01-1, task 531103-01-2, or task 531103-01-3. These ALI tasks were initially applicable only to the affected area at fuselage FR20, and only at a later stage were also made applicable to the affected area at fuselage FR16.

Consequently, EASA issued AD 2018-0289R1 to clarify that, to determine the compliance time for the initial inspection of an affected area, the latest accomplishment of the ALI task for that affected area must be taken into account.

Since that AD was issued, Airbus revised the inspection SB and the modification SB. The inspection SB now refers to newly developed Structure Repair Manual (SRM) tasks as corrective action for certain findings for CEO aeroplanes, with no need for specific repair instructions from Airbus. Furthermore, it was decided for NEO aeroplanes to replace the applicable ALI tasks with the applicable inspection SB and modification SB.

For the reasons described above, this AD retains the requirements of EASA AD 2018-0289R1, which is superseded, expands the Applicability to the NEO fleet and provides clarification on terminating action for repaired affected areas.

#### **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) Within the compliance time as defined in Table 1 of this AD, and, thereafter, at intervals not to exceed 16 800 FC, accomplish a rototest inspection of each affected area in accordance with the instructions of the inspection SB.



Table 1 - Inspection Thresholds

Compliance Time	
<b>Group 1</b>	Before exceeding 53 900 FC since embodiment of the modification SB, as applicable
<b>Group 2</b> (whichever occurs later, A, B, or C)	<b>A</b> Before exceeding 30 000 FC since aeroplane first flight
	<b>B</b> Before exceeding 16 800 FC since last accomplishment on each affected area of ALI task 531103-01-1, task 531103-01-2, or task 531103-01-3, as applicable
	<b>C</b> Within 2 500 FC after 31 May 2017 [reference date for the compliance time included in ALS Part 2 rev. 6], without exceeding 48 000 FC from aeroplane first flight

- (2) For Group 2 aeroplanes: After modification of an aeroplane (before 6 100 FC since aeroplane first flight) in accordance with the instructions of the modification SB, the next inspection as required by paragraph (1) of this AD for that aeroplane can be deferred until 53 900 FC since embodiment of the modification SB.
- (3) For an aeroplane that has been inspected per ALI task 531103, or in accordance with the inspection SB, and repaired in accordance with Airbus approved repair instructions, accomplish the next due inspection of each repaired affected area in accordance with, and within the compliance time as specified in, Airbus approved repair instructions, as applicable.

#### Corrective Action(s):

- (4) If, during any inspection as required by paragraph (1), (2) or (3) of this AD, as applicable, cracks are detected, before next flight, accomplish corrective actions in accordance with the instructions of the inspection SB, or contact Airbus for approved repair instructions and accomplish those instructions accordingly.

#### Credit:

- (5) Accomplishment of inspections and corrective actions on an aeroplane, as required by paragraphs (1) to (4) of this AD, as applicable, allows cancellation of ALI tasks 531103-01-2 and 531103-01-4 from the approved Aircraft Maintenance Program of that aeroplane, on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane.

#### Terminating Action:

- (6) Modification of fastener holes, where no damage or cracks were detected, in accordance with the instructions of the modification SB, provided this is accomplished at 6 100 FC since aeroplane first flight or later, constitutes terminating action for the repetitive inspections of those fastener holes as required by paragraph (1) of this AD for that aeroplane, and cancels the inspection requirements of ALI task 531103, as applicable, for those holes for that aeroplane.



- (7) Repair of a fastener hole at a door stop location of an aeroplane, and accomplishment of post-repair instructions, as applicable, as required by paragraph (3) or (4) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that fastener hole, unless specified otherwise in the approved instructions provided by Airbus.

#### Ref. Publications:

Airbus SB A320-53-1330 original issue dated 01 November 2017, or Revision 01 dated 07 April 2021, or Revision 02 dated 27 February 2024.

Airbus SB A320-53-1339 original issue dated 01 November 2017, or Revision 01 dated 07 April 2021, or Revision 02 dated 07 December 2022, or Revision 03 dated 05 March 2024.

Airbus SB A320-53-1386 original issue dated 18 April 2019, or Revision 01 dated 12 November 2024.

Airbus SB A320-53-1387 original issue dated 18 April 2019, or Revision 01 dated 12 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 07 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).

