



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-104

Issued: 16 July 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 Forward Pressure Bulkhead – Inspection

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, A321-271NY, A321-272N and A321-272NX aeroplanes, all manufacturer serial numbers (MSN),

except:

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

- A319 CEO aeroplanes on which Airbus mod 28238, mod 28162 and mod 28342 were embodied in production, and



- A319 NEO aeroplanes on which Airbus mod 162338 was embodied in production, and
- A320 NEO aeroplanes on which Airbus mod 162339 was embodied in production, and
- all aeroplanes on which mod 174066 was embodied in production.

Definitions:

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

The inspection SB: Airbus SB A320-53-1532 or A320-53-1533, as applicable.

The modification SB: Airbus SB A320-53-1534 or A320-53-1535, as applicable.

Affected area: Forward pressure bulkhead hole C1 at Frame 35 (for A318, A319 and A320 aeroplanes), Frame 35.8 for A321 aeroplanes at Stringer (STR) 30, both left-hand (LH) and right-hand (RH) sides.

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, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes.

NEO aeroplanes: New Engine Option (NEO), a commercial designation for Airbus A319-151N, A319-153N, A319-171N, A319-173N, 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, A321-271NY, A321-272N and A321-272NX aeroplanes.

Reason:

While performing mandatory inspections as per Airworthiness Limitation Item (ALI) task 532166 and later according to EASA AD 2024-0147, operators identified several damages on non-coldworked hole C1.

This condition, if not detected and corrected, could affect the structural integrity of the fuselage.

Prompted by these findings, Airbus issued the inspection SB to provide instruction for repetitive inspections (rototest) of the affected area and issued the modification SB as terminating action.

For the reasons described above, this AD requires repetitive inspections of the affected area and provides an optional terminating action for those repetitive inspections.



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:

Repetitive Inspection(s):

- (1) Within the compliance time as defined in Table 1 or Table 2 of this AD, as applicable, and, thereafter, at intervals not to exceed 6 950 flight cycles (FC) or 13 900 flight hours (FH), whichever occurs first, accomplish a rototest inspection of each affected area in accordance with the instructions of the inspection SB.

Table 1 - Initial Inspection for **A318** aeroplanes

FC and FH Accumulated on the effective date of this AD since aeroplane first flight	Compliance Time
Less or equal to 30 000 FC and less or equal to 60 000 FH	A or B, whichever occurs later A) Before exceeding 30 000 FC or 60 000 FH since aeroplane first flight, whichever occurs first B) Within 5 000 FC or 10 000 FH after the effective date of this AD, whichever occurs first
Less than 44 500 FC and 89 000 FH, and more than 30 000 FC and /or more than 60 000 FH	A or B, whichever occurs first A) Within 5 000 FC or 10 000 FH, whichever occurs first after the effective date of this AD B) Before exceeding 47 000 FC or 94 000 FH since aeroplane first flight, whichever occurs first
Equal or more than 44 500 FC and/or 89 000 FH	Within 2 500 FC or 5 000 FH after the effective date of this AD, whichever occurs first



Table 2 - Initial Inspection for **A319, A320** and **A321** aeroplanes

FC and FH Accumulated on the effective date of this AD since aeroplane first flight	Compliance Time
Less or equal to 30 000 FC and less or equal to 60 000 FH	A or B, whichever occurs later A) Before exceeding 30 000 FC or 60 000 FH since aeroplane first flight, whichever occurs first B) Within 5 000 FC or 10 000 FH after the effective date of this AD, whichever occurs first
Less than 46 000 FC and 92 000 FH, and more than 30 000 FC and /or more than 60 000 FH	A or B, whichever occurs first A) Within 5 000 FC or 10 000 FH, whichever occurs first after the effective date of this AD B) Before exceeding 48 500 FC or 97 000 FH since aeroplane first flight, whichever occurs first
Equal or more than 46 000 FC and/or 92 000 FH	Within 2 500 FC or 5 000 FH after the effective date of this AD, whichever occurs first

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any crack is detected, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.

Terminating Action:

- (3) Modification of the affected areas on an aeroplane in accordance with the instructions of the modification SB constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane (see Note 1 of this AD).

Note 1: The instructions for modification include accomplishment of a rototest inspection; accomplishment of that rototest inspection is required by paragraph (3) of this AD.

- (4) Repair of an affected area of an aeroplane, accomplished as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that affected area of that aeroplane, unless otherwise stated in the repair instructions.



Ref. Publications:

Airbus SB A320-53-1532 original issue dated 18 February 2025.

Airbus SB A320-53-1533 original issue dated 17 February 2025.

Airbus SB A320-53-1534 original issue dated 18 February 2025.

Airbus SB A320-53-1535 original issue dated 17 February 2025.

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 13 August 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.

