



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-105

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):

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 – Forward and Aft Upper Corner Bulk Cargo Door Section 16 and 17 – Inspection/Modification

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, all manufacturer serial number (MSN) on which Airbus modification (mod) 31020 and mod 20029 were embodied in production; and

A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232, all MSN on which Airbus mod 31213 was embodied in production;

except those aeroplanes on which Airbus mod 25354 (for A320 aeroplanes) or Airbus mod 22992 (for A321 aeroplanes) or Airbus mod 152637 (for A320 and A321) was embodied in production.

Definitions:

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

The affected area: Fastener holes at the forward and aft upper corner of the bulk cargo door at section 16 and 17, both left-hand (LH) and right-hand (RH) sides, as defined in the MSB.



The SB: Airbus Service Bulletin (MSB) A320-53-1303.

Reason:

During a fatigue test on an A320 aeroplane in frame of the Extended Service Goal (ESG) campaign, cracks were identified in the affected area.

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

To address this potential unsafe condition, Airbus issued the SB to provide inspection and modification instructions in the affected area.

For the reason described above, this AD requires, for aeroplanes to be operated or operating in ESG, inspection, depending on findings, accomplishment of corrective actions or modification (cold working) of the affected area.

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:

- (1) Before exceeding 96 000 flight hours or 48 000 flight cycles, whichever occurs first since aeroplane first flight, accomplish a rototest inspection of the affected area in accordance with the instructions of the SB.

Corrective Action(s):

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

Modification:

- (3) If, during the inspection as required by paragraph (1) of this AD, no crack is detected, before next flight, modify the affected area in accordance with the instructions of the SB.

Ref. Publications:

Airbus SB A320-53-1303 original issue, dated 07 March 2025.

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 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.

