



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-196

Issued: 17 December 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 – Forward Fuselage Skin Panels – Inspection

Manufacturer(s):

Airbus, formerly Airbus industrie

Applicability:

Airbus A319-153N, A320-251N, A320-252N, A320-271N, A321-251NX, A321-252NX, A321-271NX and A321-272NX aeroplanes, having a manufacturer serial number as listed in the Appendix 1 of the AOT at initial issue (Revision 0).

Definitions:

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

Affected panels: Forward fuselage section S12 panels having a part numbers (P/N) listed in the Table 1 of the AOT, and installed on an aeroplane as identified in Appendix 1 of the AOT.

The AOT: Airbus Alert Operator Transmission (AOT) A53N020-25.

Groups:

Group 1 aeroplanes are those having any Structural Repair Manual (SRM) task as listed in Appendix



2 of the AOT, category (CAT) C (temporary) repair embodied and/or any CAT C repair, covered by an Airbus Repair Design Approval Form (RDAF), embodied.

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

Reason:

An Airbus supplier identified a quality issue in production, resulting in potential deviations from the specified thickness of various fuselage panels delivered to Airbus.

This condition, if not detected and corrected, in combination with certain repair conditions, could affect the structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the AOT providing inspection instructions for the affected panels.

For the reason described above, this AD requires for each affected part a one-time general visual inspection (GVI) and a full panel thickness measurement, restriction for Master Minimum Equipment List (MMEL) and SRM tasks usage, and, depending on findings, accomplishment of applicable corrective action(s).

This AD is considered an interim action and further AD actions may follow.

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:

Reporting:

- (1) For Group 1 aeroplanes: Within 14 days after the effective date of this AD, for each affected panel, accomplish the 'local thickness mapping' and report the repair status and finding of that mapping to Airbus. The AOT provide instructions for this reporting, which are acceptable for compliance with this paragraph.
- (2) If following the reporting to Airbus, as required by paragraph (1) of this AD, additional instructions are provided by Airbus, within the compliance time specified therein, accomplish those instructions accordingly.

Inspection:

- (3) For Group 1 aeroplanes: Within 6 months after the effective date of this AD, accomplish a GVI and a full panel thickness measurement of each affected panel in accordance with the instruction of the AOT.

Corrective action(s):

- (4) If, during any inspection as required by paragraph (3) of this AD, any crack is identified on an affected panel, before next flight, contact Airbus for approved repair instructions and within the compliance time specified therein, accomplish those instructions accordingly.
- (5) If, during any inspection as required by paragraph (3) of this AD, any thickness out of the drawing tolerances is identified, as defined in the AOT, within 6 months after the effective date



of this AD, contact Airbus for approved repair instructions and within the compliance time specified therein, accomplish those instructions accordingly.

MMEL Change / Dispatch Restrictions:

- (6) For Group 1 and Group 2 aeroplanes: Unless otherwise specified in the instructions received by Airbus, as specified in paragraph (4) or (5), as applicable, from the effective date of this AD, do not dispatch any aeroplane under MMEL item 21-31-01A or MMEL item 21-31-01B 'Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)'.

Additional Requirements for Future Repair(s):

- (7) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not accomplish any repair in accordance with any SRM task as listed in Appendix 3 of the AOT on any affected panel.

Ref. Publications:

Airbus AOT A53N020-25 at original issue, dated 16 December 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 14 January 2026.
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.

