



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-102

Issued: 09 September 2026

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 – Cockpit Floor Structure – Inspections

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).

Definitions:

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

Affected area: Cockpit floor structure from Cross Beam (CB) Frame (FR)8 to aft of CB FR12 and between Y+1292 (Left Hand) and Y-1292 (Right Hand).



The SB: Airbus Service Bulletin (SB) A320-53-1555 or SB A320-53-1556, as applicable.

Aeroplane reference date: The date of transfer of title (ownership) which is referenced in Airbus documentation at the time of first delivery to an operator.

Reason:

Different types of damage, other than corrosion, have been reported in the frame of the Maintenance Review Board (MRB) Corrosion Prevention and Control Programme (CPCP) tasks on the cockpit floor structure on A320 family aeroplanes.

This condition, if not detected and corrected, could reduce the structural integrity of the primary structure of the aeroplane.

Recently, due to low reported corrosion in the affected area, the thresholds for the applicable MRB CPCP tasks are going to be extended from 12 years to 18 years.

Consequently, to ensure timely detection of damage, other than corrosion, Airbus issued the SB to provide inspection instructions to detect mechanical damage, such as cracks, broken and/or missing fasteners on the cockpit floor structure parts.

For the reasons described above, this AD requires repetitive inspection of the affected area, and, depending on findings, accomplishing the applicable corrective action(s).

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 defined in Table 1 of this AD, as applicable, and thereafter at intervals not exceeding the values defined in the Table 2 of this AD, as applicable, inspect the affected area in accordance with the instructions of the SB.

Table 1 – Initial inspection threshold

Compliance Time (A, B, C, D or E whichever occurs later)	
A	Within 12 years after the aeroplane reference date
B	Before accumulation of 19 200 Flight cycles (FC) since aeroplane first flight
C	Before accumulation of 31 900 flight hours (FH) since aeroplane first flight
D	Within 12 months after the effective date of this AD
E	Within 12 years since last MRB CPCP task 531188-01 accomplishment



Table 2 – Inspection interval

	Interval (A, B, or C whichever occurs later)
A	Within 12 years since last inspection
B	Within 19 200 FC since last inspection
C	Within 31 900 FH since last inspection

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, as defined in the SB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

Ref. Publications:

Airbus SB A320-53-1555 original issue dated 11 August 2026.

Airbus SB A320-53-1556 original issue dated 11 August 2026.

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 October 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.

