



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-123

Issued: 13 October 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):

A319, A320 and A321 aeroplanes

Effective Date: [TBD - standard: 7 days after AD issue date]

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2026-0055R1 dated 14 April 2026.

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 2 of this AD.

Definitions:

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

Affected panels: Forward fuselage section S12 panels having a Part Number (P/N) listed in Appendix 1 of this AD, and installed on an aeroplane as identified in Appendix 2 of this AD.

The SB: Airbus Service Bulletin (SB) A320-53-1572, A320-53-1573, A320-53-1574 or A320-53-1575, as applicable.

The MSB: Airbus SB A320-53-1577, A320-53-1578, A320-53-1579 or A320-53-1580, as applicable.



The AOT: Airbus Alert Operator Transmission (AOT) A53N020-25 Revision 01.

Groups:

Group 1 panels are affected panels on which, before 20 March 2026 [the effective date of EASA AD 2026-0055 at original issue], any Structural Repair Manual (SRM) task as listed in Appendix 3 of this AD, category (CAT) C (temporary) repair and/or any CAT C repair, covered by an Airbus Repair Design Approval Form (RDAF), has/have been embodied.

Group 2 panels are affected panels on which, before the effective date of this AD, any SRM task as listed in Appendix 3 of this AD, CAT A or B and/or any CAT A or B repair, covered by an Airbus RDAF, have/has been embodied.

Group 3 panels are affected panels which are not Group 1 and are not Group 2 panels.

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 certain affected panels (identified as Group 1 in this AD) and EASA issued AD 2026-0055, later revised, to require a one-time general visual inspection (GVI) and a full panel thickness measurement of those panels, restriction for Master Minimum Equipment List (MMEL) and SRM tasks usage and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, Airbus published the SB providing instructions applicable for the remaining affected panels.

For the reason described above, this AD retains the requirements of EASA AD 2026-0055R1, which is superseded, and requires inspections and mapping of the Group 2 and Group 3 panels.

The requirements for Group 1 panels remain unchanged.

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:

Restatement of the requirements of EASA AD 2026-0055R1

Reporting:

- (1) For Group 1 panels: Within 14 days after 20 March 2026 [the effective date of EASA AD 2026-0055 at original issue], accomplish the 'local thickness mapping' in accordance with the instructions of the AOT, and contact Airbus to report the repair status and any finding of that mapping, and for additional instructions. The AOT provides instructions for this reporting, which are acceptable for compliance with this paragraph.



- (2) Following the reporting to Airbus, as required by paragraph (1) of this AD, accomplish the additional instructions provided by Airbus, within the compliance time specified therein.

Inspection:

- (3) For Group 1 panels: Within 6 months after 20 March 2026 [the effective date of EASA AD 2026-0055 original issue], accomplish a GVI and a full panel thickness measurement in accordance with the instructions of the AOT.

New Requirements of this AD and partial restatement of the Requirements of AD 2026-0055R1

- (4) For Group 2 panels: Within 6 months after the effective date of this AD, accomplish the 'local thickness mapping', a GVI and a full panel thickness mapping in accordance with the instructions of the SB; contact Airbus to report the repair status and any finding of that mapping, and for additional instructions (see Note 1 of this AD).

Note 1: The 'local thickness mapping', a GVI and a full panel thickness mapping, as required by paragraph (4) or (6) of this AD, as applicable, may be accomplished during different aeroplane maintenance visits.

- (5) Following the reporting to Airbus, as required by paragraph (4) of this AD, accomplish the additional instructions provided by Airbus, within the compliance time specified therein.
- (6) For Group 3 panels: Within 18 months after the effective date of this AD, accomplish a GVI and a full panel thickness measurement in accordance with the instruction of the SB (see Note 1 of this AD).

Corrective Action(s):

- (7) If, during any inspection as required by paragraph (3), (4) or (6) of this AD, any crack or damage is identified on any panel, before next flight, contact Airbus for approved repair instructions and within the compliance time specified therein, accomplish those instructions accordingly.
- (8) For Group 1 panels: If, during the full panel thickness measurement 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 20 March 2026 [the effective date of EASA AD 2026-0055 at original issue], contact Airbus for approved repair instructions and within the compliance time specified therein, accomplish those instructions accordingly.
- (9) For Group 2 and 3 panels: If, during the full panel thickness measurement as required by paragraph (4) or (6) of this AD, any thickness out of the drawing tolerances is identified, as defined in the SB, within the compliance time defined in the SB (see Note 2 of this AD), depending on measurement results, contact Airbus for approved repair instructions and accomplish those instructions accordingly.

Note 2: For the purpose of paragraph (9) of this AD, where the SB refers to the AOT effective date, this AD requires using 20 March 2026 [the effective date of EASA AD 2026-0055 at original issue].



MMEL Change / Dispatch Restrictions:

- (10) For aeroplanes having one or more Group 1 panel(s) installed: Unless otherwise specified in the instructions received by Airbus, as specified in paragraph (7), (8) or (14) of this AD, as applicable, from 20 March 2026 [the effective date of EASA AD 2026-0055 at original issue], 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)'.
- (11) For aeroplanes having one or more Group 2 or Group 3 panel(s) installed: Unless otherwise specified in the instructions received by Airbus, as specified in paragraph (9) or (14) of this AD, as applicable, from 20 March 2026 [the effective date of EASA AD 2026-0055 at original issue], 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):

- (12) For all Groups: Unless otherwise specified in the instructions received by Airbus, as specified in paragraph (8) or (9) of this AD, or as specified in paragraphs (14) and (15) of this AD, as applicable, from 20 March 2026 [the effective date of EASA AD 2026-0055 at original issue], do not accomplish any repair in accordance with any SRM task as listed in Appendix 3 of this AD on any affected panel.

Credit:

- (13) Reporting, inspection and/or corrective action, as applicable, accomplished on affected panel(s) of an aeroplane before 20 March 2026 [the effective date of EASA AD 2026-0055 at original issue] in accordance with the instructions of the AOT original issue, as applicable, are acceptable for compliance with the requirements of paragraph (1), (2), (3), (7) or (8) of this AD, as applicable, for those affected panels of that aeroplane.

MMEL and SRM Restrictions Removal:

- (14) The MMEL and SRM restrictions as required by paragraphs (10) to (12) of this AD, as applicable, can be removed under the conditions provided in the SB, and in accordance with the instructions of the SB, as applicable.

SRM Restrictions Removal:

- (15) SRM restrictions as required by paragraph (12) of this AD, as applicable, can be removed under the condition(s) provided in the SRM task revisions dated August 2026 or any later revisions, or after accomplishment of the MSB, as applicable.

Ref. Publications:

Airbus AOT A53N020-25 at original issue dated 16 December 2025 or Revision 01 dated 18 December 2025.

Airbus SB A320-53-1572 original issue dated 30 April 2026.

Airbus SB A320-53-1573 original issue dated 29 April 2026 or Revision 1 dated 29 June 2026.

Airbus SB A320-53-1574 original issue dated 29 April 2026.



Airbus SB A320-53-1575 original issue dated 29 April 2026.

Airbus SB A320-53-1577 original issue dated 16 July 2026.

Airbus SB A320-53-1578 original issue dated 16 July 2026.

Airbus SB A320-53-1579 original issue dated 16 July 2026.

Airbus SB A320-53-1580 original issue dated 16 July 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 27 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.



Appendix 1
Affected Panels P/N

	Panel drawing P/N	Alternative P/N called in drawing	Next higher assembly	SRM ident.
Front Panel Left- Hand-Side (LHS)	D53135727200	D53135727202	D53135773000	53-11-11-02 item 20
	D53136297200	D53136297202	D53136297000	
	D53136419202	D53136419200	D53136419000	
Front Panel Right-Hand-Side (RHS)	D53135729200	D53135729202	D53135771000	53-11-11-02 item 5
	D53136298200	D53136298202	D53136298000	
	D53136421202	D53136421200	D53136421000	
Rear Panel LHS	D53136399202	D53136399200	D53136399000	53-11-11-02 item 30
Rear Panel RHS	D53136402202	D53136402200	D53136402000	53-11-11-02 item 15



Appendix 2**MSN list of aeroplanes and panels affected**

Note 1: The “X” identifies the panel affected by potential under-thickness. If a field is left Blank, the panel is not affected by the potential under-thickness.

MSN	A/C type	Front Left Panel (SB 53-1572)	Front Right Panel (SB 53-1573)	Rear Left Panel (SB 53-1574)	Rear Right Panel (SB 53-1575)
12271	A320	X			
12300	A321	X			
12319	A320		X		
12352	A320		X		
12489	A321		X		
12542	A321		X		
12543	A321		X		
12546	A321		X		
12548	A320		X		
12553	A321		X		
12555	A320		X		
12556	A320		X		
12560	A321		X		
12564	A321		X		
12570	A320		X		
12574	A320		X		
12577	A321		X		
12585	A320		X		
12587	A320		X		
12592	A321		X		
12597	A321		X		
12601	A320		X		
12602	A321		X		
12609	A321		X		
12635	A320		X		
12651	A320		X		
12653	A321		X		
12656	A320		X		
12658	A320		X		
12663	A320		X		
12665	A320	X			
12666	A321		X		
12667	A321	X	X		
12669	A321		X		
12670	A321	X	X		
12671	A321		X		
12672	A321	X	X		



Appendix 2 cont.

MSN	A/C type	Front Left Panel (SB 53-1572)	Front Right Panel (SB 53-1573)	Rear Left Panel (SB 53-1574)	Rear Right Panel (SB 53-1575)
12673	A320	X			
12674	A321	X			
12677	A320		X		
12678	A319		X		
12679	A321		X		
12680	A321	X	X		
12681	A320	X			
12682	A321	X	X		
12684	A320	X	X		
12685	A321		X		
12686	A321	X	X		
12687	A320	X	X		
12690	A320	X	X		
12691	A321		X		
12692	A321		X		
12693	A320	X	X		
12694	A321		X		
12697	A320		X		
12698	A321	X	X		
12699	A321	X	X		
12701	A321	X	X		
12704	A321	X	X		
12705	A321		X		
12706	A321	X	X		
12707	A321	X	X		
12708	A320	X	X		
12710	A321	X			
12711	A320	X			
12712	A321	X			
12713	A321	X	X		
12714	A320	X			
12715	A320	X			
12716	A321	X	X		
12717	A321		X		
12718	A321	X	X		
12719	A320	X			
12720	A321	X			
12721	A320	X	X		
12722	A321		X		
12723	A321	X	X		



Appendix 2 cont.

MSN	A/C type	Front Left Panel (SB 53-1572)	Front Right Panel (SB 53-1573)	Rear Left Panel (SB 53-1574)	Rear Right Panel (SB 53-1575)
12724	A321		X		
12725	A320	X	X		
12727	A321	X	X		
12729	A320	X	X		
12730	A321	X	X		
12731	A321	X			
12732	A320	X			
12733	A321	X	X		
12734	A321		X		
12736	A320		X		
12737	A320		X		
12738	A321		X		
12743	A320		X		
12745	A320	X			
12746	A321		X		
12747	A320	X	X		
12748	A321	X	X		
12749	A321	X			
12750	A321	X			
12751	A320	X	X		
12753	A321		X		
12754	A321	X			
12757	A320	X	X		
12759	A321	X	X		
12760	A321		X		
12763	A321	X			
12764	A320	X	X		
12767	A321	X			
12768	A321	X			
12770	A321	X			
12771	A321		X		
12772	A320		X		
12773	A320	X			
12776	A320	X	X		
12777	A321	X			
12778	A320	X	X		
12782	A321	X	X		X
12783	A320	X	X		
12788	A321		X		
12789	A320	X	X		



Appendix 2 cont.

MSN	A/C type	Front Left Panel (SB 53-1572)	Front Right Panel (SB 53-1573)	Rear Left Panel (SB 53-1574)	Rear Right Panel (SB 53-1575)
12790	A320		X		
12791	A321	X	X		
12792	A320	X			
12793	A321		X		
12794	A321	X	X		
12795	A321	X			
12796	A320	X			
12797	A321	X	X		
12802	A321		X		
12803	A321		X		
12806	A320		X		
12808	A320	X			
12810	A321		X		
12811	A320	X	X		
12812	A321		X		
12815	A321	X	X		
12816	A321		X		
12817	A321		X		
12819	A320		X		
12824	A320	X	X		
12825	A321	X			
12827	A320	X	X		
12828	A321	X	X		
12829	A320	X	X		
12831	A321	X	X		
12837	A321	X			
12838	A319	X			
12839	A321	X	X		
12840	A320	X	X		
12841	A321		X		
12843	A320		X		
12845	A320	X	X		
12849	A321		X		
12850	A321	X	X		
12851	A321	X			
12852	A320	X	X		
12854	A321	X			
12856	A321	X	X		
12857	A320		X		
12859	A320	X	X		



Appendix 2 cont.

MSN	A/C type	Front Left Panel (SB 53-1572)	Front Right Panel (SB 53-1573)	Rear Left Panel (SB 53-1574)	Rear Right Panel (SB 53-1575)
12861	A320	X	X		
12862	A320		X		
12863	A321	X			
12866	A321	X	X		
12870	A321	X			
12871	A321	X	X		
12872	A321	X	X		
12875	A320	X	X		
12878	A321	X	X		
12879	A321	X	X		
12881	A320	X			
12882	A321	X			
12883	A320	X	X		
12891	A321	X			
12892	A321	X	X		
12896	A320	X	X		
12900	A320	X			X
12910	A320	X		X	X
12911	A319		X		
12912	A321	X	X		
12932	A321	X	X		
12940	A320	X	X		X
12943	A320	X	X	X	X
12948	A321	X			
12953	A320	X			
12966	A321		X		
12982	A320		X	X	X
12984	A321	X	X		
12985	A319	X	X		
13002	A321	X	X		
13003	A320	X			
13025	A320	X	X		



Appendix 3

Impacted SRM Tasks

The list of SRM impacted tasks is detailed hereafter:

A320NEO (ST5)

- TASK 53-11-11-283-010 - Temporary ADL for Burn Mark
- TASK 53-11-11-283-011 - Allowable Damage and Blend Out (Rework)
- TASK 53-11-11-283-012 - Metal Skin Fuselage - Allowable Dent
- TASK 53-11-11-283-014 - ACJ - Allowable Dents
- TASK 53-11-11-283-015 - ACJ - Temporary Allowable Damage for Lightning Strike
- TASK 53-11-11-283-017 - Fuselage Skin - Allowable Damage Limits for Blend-Out (Rework) Plus Dent
- TASK 53-11-11-283-019 - FR1 thru FR24 - Allowable Damage and Blend Out at Panel Edge
- TASK 53-11-11-300-003 - Pax Door Surrounding Panel - Skin Repair of Lateral Part
- TASK 53-11-11-300-033 - Temporary Repair for Lightning Strike
- TASK 53-11-11-300-034 - Permanent Repair for Lightning Strike
- TASK 53-11-11-300-035 - Conversion Repair for Lightning Strike
- TASK 53-11-11-300-038 - Limited Cutout - Temporary Repair for Skin Thickness between 1.2 mm (0.047 in) and 2.2 mm (0.087 in)
- TASK 53-11-11-300-041 - Limited Cutout - Permanent External Repair for Skin Thickness between 1.2 mm (0.047 in) and 2.2 mm (0.087 in)
- TASK 53-11-11-300-042 - Limited Cutout - Conversion of Temporary Repair into External Permanent Repair
- TASK 53-11-11-300-045 - Skin Repair by Bushes
- TASK 53-11-11-300-047 - Fastener Hole Repair by Oversize
- TASK 53-11-13-300-008 - FR1 thru FR24 - Nose FWD Fuselage - Stringer Repair

A319NEO (ST7)

- TASK 53-11-11-283-010 - Temporary ADL for Burn Mark
- TASK 53-11-11-283-011 - Allowable Damage and Blend Out (Rework)
- TASK 53-11-11-283-012 - Metal Skin Fuselage - Allowable Dent
- TASK 53-11-11-283-014 - ACJ - Allowable Dents
- TASK 53-11-11-283-015 - ACJ - Temporary Allowable Damage for Lightning Strike
- TASK 53-11-11-283-017 - Fuselage Skin - Allowable Damage Limits for Blend-Out (Rework) Plus Dent
- TASK 53-11-11-283-019 - FR1 thru FR24 - Allowable Damage and Blend Out at Panel Edge
- TASK 53-11-11-300-003 - Pax Door Surrounding Panel - Skin Repair of Lateral Part
- TASK 53-11-11-300-033 - Temporary Repair for Lightning Strike
- TASK 53-11-11-300-034 - Permanent Repair for Lightning Strike
- TASK 53-11-11-300-035 - Conversion Repair for Lightning Strike
- TASK 53-11-11-300-038 - Limited Cutout - Temporary Repair for Skin Thickness between 1.2 mm (0.047 in) and 2.2 mm (0.087 in)



Appendix 3 cont.

- TASK 53-11-11-300-041 - Limited Cutout - Permanent External Repair for Skin Thickness between 1.2 mm (0.047 in) and 2.2 mm (0.087 in)
- TASK 53-11-11-300-042 - Limited Cutout - Conversion of Temporary Repair into External Permanent Repair
- TASK 53-11-11-300-045 - Skin Repair by Bushes
- TASK 53-11-13-300-008 - FR1 thru FR24 - Nose FWD Fuselage - Stringer Repair

A321ACF (ST8)

- TASK 53-11-11-283-010 - Temporary ADL for Burn Mark
- TASK 53-11-11-283-011 - Allowable Damage and Blend Out (Rework)
- TASK 53-11-11-283-012 - Metal Skin Fuselage - Allowable Dent
- TASK 53-11-11-283-017 - Fuselage Skin - Allowable Damage Limits for Blend-Out (Rework) Plus Dent
- TASK 53-11-11-283-019 - FR1 thru FR24 - Allowable Damage and Blend Out at Panel Edge
- TASK 53-11-11-300-003 - Pax Door Surrounding Panel - Skin Repair of Lateral Part
- TASK 53-11-11-300-033 - Temporary Repair for Lightning Strike
- TASK 53-11-11-300-034 - Permanent Repair for Lightning Strike
- TASK 53-11-11-300-035 - Conversion Repair for Lightning Strike
- TASK 53-11-11-300-038 - Limited Cutout - Temporary Repair for Skin Thickness between 1.2 mm (0.047 in) and 2.2 mm (0.087 in)
- TASK 53-11-11-300-041 - Limited Cutout - Permanent External Repair for Skin Thickness between 1.2 mm (0.047 in) and 2.2 mm (0.087 in)
- TASK 53-11-11-300-042 - Limited Cutout - Conversion of Temporary Repair into External Permanent Repair
- TASK 53-11-11-300-045 - Skin Repair by Bushes
- TASK 53-11-11-300-047 - Fastener Hole Repair by Oversize
- TASK 53-11-13-300-008 - FR1 thru FR24 - Nose FWD Fuselage - Stringer Repair

