



Airworthiness Directive

AD No.: 2024-0135

Issued: 10 July 2024

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date: 24 July 2024

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Centre Fuselage – Keel Beam Bottom Panel – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A318-111, A318-112, A318-121, A318-122 aeroplanes, all manufacturer serial numbers (MSN), except aeroplanes on which Airbus modification (mod) 39195 was embodied in production, or on which Airbus Service Bulletin (SB) A320-00-1219 was embodied in service; and

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 and A320-233 aeroplanes, all MSN having mod 31067 embodied in production, except aeroplanes having a configuration as below: aeroplanes on which Airbus mod 160001 was embodied in production, or on which Airbus SB A320-57-1193 has been embodied in service;

and

Airbus A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all MSN, except aeroplanes on which Airbus mod 160021 was embodied in production.



Definitions:

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

Affected area: Keel beam bottom panel between edge profile and stringer run-out at Frame 46 and stringer 37, left-hand and right-hand sides.

The SB: Airbus SB A320-53-1526.

Groups:

Group 1 aeroplanes are:

- A318 aeroplanes;
- A319 aeroplanes which are not Group 3 aeroplanes; and
- A320 aeroplanes.

Group 2 aeroplanes are A321 aeroplanes.

Group 3 aeroplanes are A319 aeroplanes on which Airbus mod 28238, mod 28162 and mod 28342 were embodied in production.

Reason:

During full-scale fatigue testing of the affected area, cracks were found.

This condition, if not detected and corrected, could lead to crack propagation, possibly resulting in reduced structural integrity of the aeroplane.

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

For the reason described above, this AD requires repetitive special detailed inspection (SDI) 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(s):

- (1) Before exceeding the threshold as defined in Table 1 of this AD, and, thereafter, at intervals not to exceed the values as defined in Table 1 of this AD, as applicable, accomplish an SDI of the affected area, in accordance with the instructions of the SB.



Table 1 - Initial and Repetitive SDI

Aeroplane Configuration	Inspection Thresholds (whichever occurs later, A or B)		Intervals (whichever occurs first)
Group 1	A	Before exceeding 28 200 flight cycles (FC) or 56 500 flight hours (FH), whichever occurs first since aeroplane first flight	20 000 FC or 40 000 FH
	B	Before exceeding 5 000 FC or 10 000 FH, whichever occurs first from the effective date of this AD, but not exceeding 53 400 FC or 106 800 FH, whichever occurs first since aeroplane first flight	
Group 2	A	Before exceeding 33 400 FC or 66 900 FH, whichever occurs first since aeroplane first flight	20 000 FC or 40 000 FH
	B	Before exceeding 5 000 FC or 10 000 FH whichever occurs first from the effective date of this AD, but not exceeding 59 800 FC or 119 600 FH, whichever occurs first since aeroplane first flight	
Group 3	A	Before exceeding 15 800 FC or 68 100 FH, whichever occurs first since aeroplane first flight	15 600 FC or 67 100 FH
	B	Before exceeding 2 500 FC or 10 750 FH, whichever occur first from the effective date of this AD	

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, contact Airbus for approved repair instructions and accomplish those instructions accordingly.

Terminating Action:

- (3) Accomplishment of the corrective action(s) on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspection as required by paragraph (1) of this AD for that aeroplane, unless otherwise stated in the repair instructions provided by Airbus.

Ref. Publications:

Airbus SB A320-53-1526 original issue dated 11 December 2023.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.



2. This AD was posted on 03 April 2024 as PAD 24-038 for consultation until 01 May 2024. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed ('zipped') file, attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – 1IASA; E-mail: account.airworth-eas@airbus.com.

