



## Airworthiness Directive

**AD No.:** 2024-0147

**Issued:** 30 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:** 13 August 2024

**TCDS Number(s):** EASA.A.064

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2014-0209 dated 19 September 2014.

## ATA 53 – Fuselage – Centre Fuselage Forward Pressure Bulkhead – Inspection

### 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, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232, aeroplanes, all manufacturer serial numbers (MSN), except:

- A318 aeroplanes on which Airbus modification (mod) 39195 was embodied in production, or Airbus Service Bulletin (SB) A320-00-1219 was embodied in service, and
- A319 aeroplanes on which Airbus mod 28238, mod 28162 and mod 28342 were embodied in production, and
- all aeroplanes on which mod 157159 was embodied in production.

### Definitions:

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

**The inspection SB:** Airbus SB A320-53-1383, including Airbus SB Information Transmission (SBIT) 19-0038.



**The applicable modification SB:** Airbus SB A320-53-1268 Revision 01 or Airbus SB A320-53-1372, as applicable to MSN.

**Reason:**

During the A320 fatigue test campaign for Extended Service Goal (ESG), it was determined that fatigue damage could develop on the forward pressure bulkhead at Frame (FR) 35 on left-hand (LH) and right-hand (RH) sides.

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

To address this potential unsafe condition, Airbus developed a reinforcement modification and published SB A320-53-1268 for in-service application, to allow aeroplanes to operate up to the ESG limit. Consequently, EASA published AD 2014-0209, requiring reinforcement of the centre fuselage forward pressure bulkhead at FR35.

Since that AD was issued, several cases of cracks were reportedly found in service during application of Airworthiness Limitation Item (ALI) tasks 532166 and 533186. Prompted by these findings, Airbus published the inspection SB, providing different thresholds and inspection instructions compared to those specified in ALI tasks 532166 and 533186. Airbus also published SB A320-53-1372, having the same technical content as Airbus SB A320-53-1268, which allows terminating the repetitive inspections.

For the reasons described above, this AD retains the requirement of EASA AD 2014-0209, which is superseded, and additionally requires, pending accomplishment of that modification, repetitive inspections and, depending on findings, accomplishment of 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:

**Repetitive Inspection(s):**

- (1) Within the compliance time defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 15 000 flight cycles (FC) or 30 000 flight hours (FH), whichever occurs first, inspect the structure of FR35 (for A318, A319, A320) or FR35.8 (for A321) at stringer 30 in accordance with the instructions of the inspection SB.



Table 1 - Initial Inspection

Aeroplane Status	Aeroplanes concerned	Compliance Time
Not inspected in accordance with ALI task 532166 or ALI task 533186	All	Before exceeding 40 000 FC or 80 000 FH, whichever occurs first since aeroplane first flight
<b>Having</b> already accomplished ALI task 532166 and ALI task 533186	A319, A320	Within 15 000 FC or 30 000 FH, whichever occurs first after the last ALI task 532166 or task 533186 inspection, whichever was accomplished first
<b>Having</b> already accomplished ALI task 533186 and <b>having not</b> accomplished ALI task 532166	A319, A320	Within 15 000 FC or 30 000 FH, whichever occurs first after the last ALI task 533186 inspection, without exceeding 44 500 FC since aeroplane first flight
	A318, A321	Within 15 000 FC or 30 000 FH, whichever occurs first after the last ALI task 533186 inspection, without exceeding 48 000 FC aeroplane first flight
<b>Having</b> already accomplished ALI task 532166 and <b>having not</b> accomplished ALI task 533186	A319, A320	Within 15 000 FC or 30 000 FH, whichever occurs first after the last ALI task 532166 inspection, without exceeding 40 000 FC or 80 000 FH, whichever occurs first from aeroplane first flight

**Corrective Action(s):**

- (2) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, before next flight, contact Airbus to obtain approved instructions for corrective action and accomplish those instructions accordingly.

**Modification:**

- (3) Before exceeding 48 000 FC or 96 000 FH, whichever occurs first since aeroplane first flight, modify the aeroplane by reinforcing the forward pressure bulkhead at FR35 (for A318, A319, A320) or FR35.8 (for A321) stringer 30 on both LH and RH sides in accordance with the instructions of the applicable modification SB.

**Credit:**

- (4) Modification of an aeroplane, accomplished before 03 October 2014 [the effective date of EASA AD 2014-0209] in accordance with the instructions of Airbus SB A320-53-1268 at original issue, is acceptable to comply with the requirement of paragraph (3) of this AD for that aeroplane.
- (5) Accomplishment of corrective actions on an aeroplane, as required by paragraph (2) of this AD, is acceptable to comply with the modification requirement of paragraph (3) of this AD for that aeroplane, provided it is specified in the Airbus approved instructions.



- (6) For an aeroplane that has been inspected per ALI task 532166 and/or ALI task 533186 and repaired using Airbus approved instructions, accomplish the (repetitive) inspection for each repaired hole in accordance with the applicable Airbus approved instructions within the compliance time herein specified. For all non-repaired areas, see paragraph (1) or (9) of this AD, as applicable.
- (7) For an aeroplane that has been repaired, before the effective date of this AD, in the areas affected by this AD using Airbus approved instructions unrelated to ALI task 532166 or 533186, before exceeding the thresholds as specified in Table 1 of this AD, as applicable, contact Airbus for approved instructions and accomplish those instructions accordingly.

**Terminating Action:**

- (8) Modification of an aeroplane as required by paragraph (3) of this AD constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.
- (9) Modification of holes, where no discrepancies were detected during last inspection as required by paragraph (1) of this AD, in accordance with the instructions of the applicable modification SB, constitutes terminating action of the repetitive inspections of those holes as required by paragraph (1) of this AD for that aeroplane.
- (10) Accomplishment of inspection(s) on an aeroplane, as specified by paragraph (6) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) on the repaired hole for that aeroplane, unless specified otherwise in the instructions provided by Airbus.
- (11) Accomplishment of corrective action(s) on an aeroplane, as required by paragraph (7) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) for that aeroplane, unless specified otherwise in the instructions provided by Airbus.

**Related Action(s):**

- (12) Accomplishment of repetitive inspections on an aeroplane, as required by paragraph (1) of this AD, cancels and supersedes ALI task 532166 and task 533186 requirements.

**Ref. Publications:**

Airbus SB A320-53-1268 original issue dated 08 January 2013, or Revision 01 dated 23 July 2013, or Revision 02 dated 15 July 2014, or Revision 03 dated 07 May 2015, or Revision 04 dated 29 July 2016, or Revision 05 dated 02 June 2017, or Revision 06 dated 30 November 2017.

Airbus SB A320-53-1372 original issue dated 15 May 2018, or Revision 01 dated 25 July 2019 or Revision 02 dated 09 September 2021.

Airbus SB A320-53-1383 original issue dated 05 March 2019.

The use of later approved revisions of the above-mentioned documents 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 26 February 2020 as PAD 20-042 for consultation until 25 March 2020. 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](mailto: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 – IIASA; E-mail: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com).

