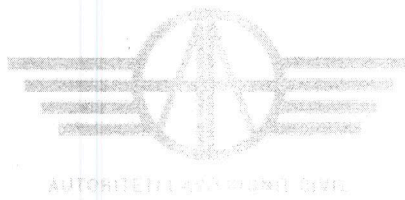




REPUBLIC OF ALBANIA



ALBANIAN CIVIL AVIATION AUTHORITY

AIRWORTHINESS DIRECTIVE

ACAA-DFS-AD-No.039

Issue: 01, Revision 00

Date: 28.04.2025

Approved by:

Maksim Et'hemaj

Executive Director of Albanian Civil Aviation Authority



0.1 Record of Amendments

The table below describes the dates and reason for the different amendments of the current procedure. A vertical black line on the left-hand side of the page identify the changes with the previous version.

Issue No.	Revision No.	Date	Amended by	Reason
01	00	28.04.2024	SAW	Initial Issue

0.2 Revision table

Page #	Issue No.	Revision No.	Date	Edited by

1. Name of the AD:

ATA 53 – Fuselage – Centre Fuselage Skin and Forward Pressure Bulkhead – Inspection

2. Issued and Effective Dates:

Issued: 09 April 2025

Effective Date: 23 April 2025

Revision:

Supersedure:

3. Full List of Aircraft Affected:

Airbus A318-111, A318-112 and A318-122 aeroplanes, all manufacturer serial numbers (MSN); 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, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-271N, A321-271NX, A321-272N, and A321-272NX aeroplanes, all MSN up to MSN 09287 inclusive, on which Airbus modification (mod) 157159 is embodied in production;

except aeroplanes in any of the following configuration:

Airbus A318 aeroplanes on which Airbus mod 39195 was embodied in production or Airbus Service Bulletin (SB) A320-00-1219 was embodied in service;

Airbus A319 CEO aeroplanes, on which Airbus mod 28162 and mod 28238 and mod 28342 were embodied in production;

Airbus A320 NEO aeroplanes on which Airbus mod 162339 was embodied in production.

4. Definitions:

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

CEO aeroplanes: Current Engine Option (CEO), a commercial designation for Airbus A318-111, A318-112, 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, A320-232, A320-233, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes.

NEO aeroplanes: New Engine Option (NEO), a commercial designation for Airbus A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-271N, A321-271NX, A321-272N and A321-272NX aeroplanes.

Affected area 1: Forward pressure bulkhead connection to frame (FR) 35 for Airbus A319 and A320 aeroplanes and FR35.8 for Airbus A321 aeroplanes, between stringer (STR) 28 and STR 31, both left-hand (LH) and right-hand (RH) sides.

Affected area 2: Fuselage skin at FR35 for Airbus A318, A319 and A320 aeroplanes and FR35.8 for Airbus A321 aeroplanes, at STR30, both LH and RH sides.

The SB: Airbus SB A320-53-1519 or Airbus SB A320-53-1520, as applicable

5. Reason:

During a review of the cold working process in the assembly line, a deviation from the manufacturing process has been detected, which could adversely affect the fatigue life of the affected areas.

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

To address this potential unsafe condition, Airbus issued the SB providing inspections instructions for the affected areas.

For the reason described above, this AD requires accomplishment of repetitive inspections and, depending on findings, accomplishment of corrective actions.

6. 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) For A319, A320 and A321 aeroplanes: Before exceeding 60 000 flight hours (FH) or 30 000 flight cycles (FC), whichever occurs first since aeroplane first flight, and, thereafter at intervals not exceeding 37 700 FH or 18 800 FC, whichever occurs first, inspect the fastener holes' nominal diameter of the affected areas 1 and 2, in accordance with the instructions of the SB.
- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the SB, contact Airbus for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.
- (3) If, during the inspection as required by paragraph (1) of this AD, no discrepancy is detected, before next flight, accomplish the rototest inspection at the affected areas 1 and 2, in accordance with the instructions of the SB.
- (4) Accomplishment of the High Frequency Eddy Current (HFEC) inspection for the affected area 1 is an acceptable method to comply to the rototest inspection of the affected area 1 as required by paragraph (3) of this AD; the subsequent inspection must be accomplished before exceeding 30 000 FH or 15 000 FC, whichever occurs first after that HFEC inspection.
- (5) For A318 aeroplanes: Within the compliance time as specified in Table 1 of this AD, and, thereafter, at intervals not exceeding 37 700 FH or 18 800 FC, whichever occurs first, accomplish the rototest inspection at the affected area 2 in accordance with the instructions of the SB.

Table 1 - Compliance Time

	Compliance Time (A or B, whichever occurs later)
A	Before exceeding 5 000 FH or 2 500 FC, whichever occurs first after the effective date of this AD
B	Before exceeding 60 000 FH or 30 000 FC, whichever occurs first after aeroplane first flight

Corrective Action(s):

- (6) If, during inspection as required by paragraph (3), (4) or (5) of this AD, any crack is found, as defined in the SB, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Terminating Action:

- (7) Accomplishment on an aeroplane of a repair and post-repair initial and repetitive inspections, as applicable, in accordance with the instructions of an Airbus approved repair instructions, as required by paragraph (2) or (4) of this AD, as applicable, does not constitute terminating action for the repetitive inspections as required by paragraphs (1) and (3) of this AD for that aeroplane, unless otherwise specified in the applicable Airbus repair instructions.
- (8) Accomplishment of a repair of each fastener hole of an affected area of an aeroplane in accordance with the instructions of the SB (R53370370), accomplished before next flight after having passed (no discrepancy found) a rototest inspection of that affected area, as required by paragraph (3) of this AD, constitutes terminating action for the repetitive inspections as

Note 1: The repair of an affected area as identified in paragraph (8) of this AD does not constitute terminating action for the repetitive inspections as required by this AD for that affected area, if accomplished before next flight after having passed an HFEC inspection of that area.

7. Ref. Publications:

Airbus SB A320-53-1519 at original issue dated 18 November 2024.

Airbus SB A320-53-1520 at original issue dated 18 November 2024.

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

8. Remarks:

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

- (2) This AD was posted on 03 February 2025 as PAD 25-026 for consultation until 03 March 2025. 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.

For full compliance please refer to:

<https://ad.easa.europa.eu/ad/2025-0078>