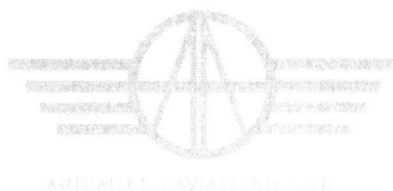




REPUBLIC OF ALBANIA



ALBANIAN CIVIL AVIATION AUTHORITY

AIRWORTHINESS DIRECTIVE

ACAA-DFS-AD-No.040

Issue: 01, Revision 00

Date: 10.10.2025

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	10.10.2025	SAW	Initial Issue

0.2 Revision table

Page #.	Issue No.	Revision No.	Date	Edited by



1. Name of the AD:

ATA 25 – Equipment/Furnishings – Cargo Bulkhead Frame 24A Vertical Members –Inspection

2. Issued and Effective Dates:

- Issued: 14 April 2025
- Effective Date: 28 April 2025

Revision:

Supersedure:

ACAA-DFS-AD-No.030

3. Full List of Aircraft Affected:

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.

4. Definitions:

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

Affected parts: Cargo bulkhead vertical member upper parts and upper fittings located at frame (FR) 24A behind 80VU rack.

The SB: Airbus Service Bulletin (SB) A320-25-1CFU or Airbus SB A320-25-1CFV, as applicable.

Aeroplane date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

5. Reason:

During heavy maintenance checks, elongation was found on FR24A cargo panels sub-structure vertical members' assembly upper section (Y-765, Y-254, Y254 and Y765). The affected parts are located behind the 80VU rack.

This condition, if not detected and corrected, could lead to the affected parts hitting the 80VU rack and loss of several computers installed therein, with multiple system failures or (partial) disconnection of systems, which, if occurring during a critical phase of flight, could result in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB, as defined in this AD, to provide inspection instructions of the affected parts. Consequently, ACAA issued AD ACAA-DFS-AD-No. 030 to require a



repetitive detailed inspection (DET) of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, a new aeroplane model (A321-271NY) has been certified, on which affected parts are installed. Furthermore, Airbus updated the naming of the fitting to "upper fittings".

For the reason described above, this AD supersedes ACAA-DFS-AD-No. 030, extends the Applicability to the A321-271NY aeroplanes and aligns the definition with the Airbus naming to "upper fittings".

For aeroplanes previously affected by ACAA-DFS-AD-No. 030, this AD retains the requirements of that AD, with no additional action.

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:

- (1) Before exceeding the threshold as defined in Table 1 of this AD, as applicable, and, thereafter at intervals not exceeding 30 000 flight hours (FH), or 15 000 flight cycles (FC), or 72 months, whichever occurs first, accomplish a DET of each affected part in accordance with the instructions of the SB.

Table 1 – Inspection Thresholds

Threshold (whichever occurs later, A or B)	
A	Before exceeding 30,000 flight hours (FH), or 15,000 flight cycles (FC) since first flight, or 72 months since aeroplane date of manufacture, whichever occurs first
B	Before exceeding 36 months after 18 December 2024 (the effective date of ACAA-DFS-AD-No. 030)

Corrective Action:

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

Parts Installation:

- (2) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part at an affected position on any aeroplane.

Terminating Action:

- (3) None.

Reporting:



- (4) If, during any DET as required by paragraph (1) of this AD, discrepancies are detected, as identified in the SB, within 90 days after that DET, or after the effective date of this AD, whichever occurs later, report the inspection results to Airbus. Using the inspection report attached to the SB is acceptable to comply with this requirement.

7. Ref. Publications:

Airbus SB A320-25-1CFU original issue dated 26 September 2024.

Airbus SB A320-25-1CFV original issue dated 26 September 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 12 May 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a 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/2025-0083>

