適航指令發布單
Airworthiness Directive Issuance Form

民航局AD編號 AD number	CAA-2026-07-008	發布日期 Date issued	2026/07/16
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	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 (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 CEO aeroplanes on which Airbus mod 28238, mod 28162 and mod 28342 were embodied in production, and - A319 NEO aeroplanes on which Airbus mod 162338 was embodied in production, and - A320 NEO aeroplanes on which Airbus mod 162339 was embodied in production, and - all aeroplanes on which mod 174066 was embodied in production.		
主旨摘要 Subject	Fuselage - Centre Fuselage Forward Pressure Bulkhead - Inspection		

民航局
CAA

○ 本國產品
Native product

○ 其他個案
Other

設計國民航主管機構
Original Authority

○ FAA	○ Germany LBA
◉ EASA	○ CAA-NL
○ Brazil	○ UK CAA
○ Transport Canada Civil Aviation	○ Japan CAB
○ DGAC	○ CAA of Israel
	○ Other____

設計國AD編號 Original AD number	2026-0133

1. 直接採用原AD之內容? (Is the original AD directly adopted?)

◉ 是(Yes) ○ 否(No)_

a. 生效日期另訂為(Re-specify the effective date as):

b. 執行時限另訂為(Re-specify the compliance time or period as):

2. 使用人是否需要將AD執行結果向民航局提出報告?
(Do users need to report the status of compliance to the CAA?)

○ 需要(Yes) ◉ 不需要(No)

備註 Note	ATA 58. Ref. Publications: Airbus SB A320-53-1532 original issue dated 18 February 2025, or revision 01 dated 27 March 2026. and Airbus SB A320-53-1533 original issue dated 17 February 2025, or revision 01 dated 27 March 2026. and Airbus SB A320-53-1534 original issue dated 18 February 2025, or revision 01 dated 27 March 2026. and Airbus SB A320-53-1535 original issue dated 17 February 2025, or revision 01 dated 27 March 2026.

註： 1. AD內容後附。

2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。

3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6330 / 6332, Fax：(02)2545-8464, adcaa@mail.caa.gov.tw

Note：1. The AD text is enclosed.

2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval.

3. For further information, please contact Civil Aviation Administration on Tel：(02)2349-6330 / 6332, Fax：(02)2545-8464, adcaa@mail.caa.gov.tw

Airworthiness Directive

AD No.: 2026-0133

Issued: 08 July 2026

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: 22 July 2026

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

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

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

- A319 NEO aeroplanes on which Airbus mod 162338 was embodied in production, and

- A320 NEO aeroplanes on which Airbus mod 162339 was embodied in production, and

- all aeroplanes on which mod 174066 was embodied in production.

Definitions:

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

The inspection SB: Airbus SB A320-53-1532 Revision 01 or A320-53-1533 Revision 01, as applicable.

The modification SB: Airbus SB A320-53-1534 Revision 01 or A320-53-1535 Revision 01, as applicable.

Affected area: Forward pressure bulkhead hole C1 at Frame 35 (for A318, A319 and A320 aeroplanes), Frame 35.8 for A321 aeroplanes at Stringer (STR) 30, both left-hand (LH) and right-hand (RH) sides.

CEO aeroplanes: Current Engine Option (CEO), a commercial designation for 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, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes.

NEO aeroplanes: New Engine Option (NEO), a commercial designation for Airbus A319-151N, A319-153N, A319-171N, A319-173N, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-253NY, A321-271N, A321-271NX, A321-271NY, A321-272N and A321-272NX aeroplanes.

Reason:

While performing mandatory inspections as per Airworthiness Limitation Item (ALI) task 532166 and later according to EASA AD 2024-0147, later revised, operators identified several damages on non-coldworked hole C1.

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

Prompted by these findings, Airbus issued the inspection SB to provide instruction for repetitive inspections (rototest) of the affected area and issued the modification SB as terminating action.

For the reasons described above, this AD requires repetitive inspections of the affected area and provides an optional terminating action for those repetitive inspections.

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 as defined in Table 1 or Table 2 of this AD, as applicable, and, thereafter, at intervals not to exceed 6 950 flight cycles (FC) or 13 900 flight hours (FH), whichever occurs first, accomplish a rototest inspection of each affected area in accordance with the instructions of the inspection SB.

Table 1 - Initial Inspection for **A318** aeroplanes

FC and FH Accumulated on the effective date of this AD since aeroplane first flight	**Compliance Time**
Less or equal to 30 000 FC and less or equal to 60 000 FH	A or B, whichever occurs later A) Before exceeding 30 000 FC or 60 000 FH since aeroplane first flight, whichever occurs first B) Within 5 000 FC or 10 000 FH after the effective date of this AD, whichever occurs first
Less than 44 500 FC and 89 000 FH, and more than 30 000 FC and /or more than 60 000 FH	A or B, whichever occurs first A) Within 5 000 FC or 10 000 FH, whichever occurs first after the effective date of this AD B) Before exceeding 47 000 FC or 94 000 FH since aeroplane first flight, whichever occurs first
Equal or more than 44 500 FC and/or 89 000 FH	Within 2 500 FC or 5 000 FH after the effective date of this AD, whichever occurs first

Table 2 - Initial Inspection for **A319, A320** and **A321** aeroplanes

FC and FH Accumulated on the effective date of this AD since aeroplane first flight	**Compliance Time**
Less or equal to 30 000 FC and less or equal to 60 000 FH	A or B, whichever occurs later A) Before exceeding 30 000 FC or 60 000 FH since aeroplane first flight, whichever occurs first B) Within 5 000 FC or 10 000 FH after the effective date of this AD, whichever occurs first
Less than 46 000 FC and 92 000 FH, and more than 30 000 FC and /or more than 60 000 FH	A or B, whichever occurs first A) Within 5 000 FC or 10 000 FH, whichever occurs first after the effective date of this AD B) Before exceeding 48 500 FC or 97 000 FH since aeroplane first flight, whichever occurs first
Equal or more than 46 000 FC and/or 92 000 FH	Within 2 500 FC or 5 000 FH after the effective date of this AD, whichever occurs first

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, any crack is detected, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.

Terminating Action:

(3) Modification of the affected areas on an aeroplane in accordance with the instructions of the modification SB constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane (see Note 1 of this AD).

Note 1: The instructions for modification include accomplishment of a rototest inspection that must be accomplished together with the modification SB accomplishment.

(4) Repair of an affected area of an aeroplane, accomplished as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that affected area of that aeroplane, unless otherwise stated in the repair instructions.

Credit:

(5) Inspection(s) and modification(s), accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of the inspection SB at original issue supplemented by the additional instructions of an Airbus Repair Design Approval Form (RDAF) as defined in the inspection SB, or in accordance with the instructions of the modification SB at original issue supplemented by the additional instructions of an Airbus RDAF as defined in the modification

SB, as applicable, are acceptable to comply with the requirements of paragraph (1) and (3) of this AD, as applicable, for that aeroplane.

Ref. Publications:

Airbus SB A320-53-1532 original issue dated 18 February 2025, or revision 01 dated 27 March 2026.

Airbus SB A320-53-1533 original issue dated 17 February 2025, or revision 01 dated 27 March 2026.

Airbus SB A320-53-1534 original issue dated 18 February 2025, or revision 01 dated 27 March 2026.

Airbus SB A320-53-1535 original issue dated 17 February 2025, or revision 01 dated 27 March 2026.

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 16 July 2025 as PAD 25-104 for consultation until 13 August 2025 and re-published on on 04 May 2026 as PAD 25-104R1 for consultation until 18 May 2026. 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.