

国空機第 83 号

整理
番号

TCD-10394A-1-2026

耐 空 性 改 善 通 報

令和 8 年 5 月 11 日

適用航空機の所有者各位

国土交通省航空局長 宮 澤 康 一
(公 印 省 略)

1. 第 2 項の航空機又はその装備品等の安全性又は環境適合性を確保するため、第 3 項の整備又は改造作業等の実施が必要であると認められますので通報します。

なお、本通報による作業が実施されないときは、航空法第 14 条の 3 第 1 項に基づく整備改造命令を発出し、又は同法第 134 条第 2 項に規定された立入検査を実施のうえ、同法第 14 条の 3 第 2 項の規定により耐空証明の効力を停止し、若しくは有効期間を短縮し、若しくは同法第 10 条第 3 項（同法第 10 条の 2 第 2 項において準用する場合を含む。）の規定により指定した事項を変更する場合があります。

また、本通報により実施した作業については、同法第 58 条第 2 項に定めるとおり航空日誌に記載することが求められます。

2. 適用航空機

エアバス（エアバス・インダストリー）式 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 及び A321-272NX 型

3. 適用項目

80VU ラック後方のフレーム (FR24A) の貨物隔壁上部 (Y-765、Y-254、Y254 及び Y765) に塑性変形が発生することにより、飛行中に、これらの部材が 80VU ラックに衝突して当該ラックに取り付けられているコンピュータが故障し、複数のシステムが不作動となり、機体の操縦性の低下に至る不具合を防止するため、既の実施した場合を除き、別添 EASA AD 2025-0083R1 (以下「AD」という。) の Definitions 項及び Required Action(s) and Compliance Time(s) 項に従って、繰り返し処置を実施すること。

ただし、AD 中「18 December 2024 [the effective date of EASA AD 2024-0231]」とあるのは「令和 7 年 1 月 28 日 (耐空性改善通報 TCD-10394-2025 の発効日)」と、「28 April 2025 [the effective date of the original issue of this AD]」とあるのは「令和 7 年 5 月 16 日 (耐空性改善通報 TCD-10394A-2025 の発効日)」とそれぞれ読み替えるものとする。

なお、本通報による処置を他の同等な方法で実施する場合には、航空局長の承認が必要である。ただし、AD に係る同等な方法として EASA の承認を受けている SB 等に従って処置を実施する場合 (運用限界の変更を伴う場合を除く。) には、航空局長への届出でよい。

4. 備考

4.1 本通報は、令和 8 年 5 月 15 日から発効する。

4.2 本通報は、耐空性改善通報 TCD-10394A-2025（令和 7 年 5 月 16 日発効）の一部を改訂するものである。改訂部分は本通報の下線部に対応し、下線を施さない部分は非改訂部分である。したがって、非改訂部分については、改訂前の通報による実施時期を基準として作業等を実施すること。

4.3 本通報は、EASA AD 2025-0083R1 による。

4.4 本通報の送付を受けた者は、参考配布を除き、令和 8 年 5 月 25 日までに、適用項目に関する実施状況を記載した報告書を、前任航空機検査官又は駐在航空機検査長に提出すること。記載要領、様式及び提出先については、航空機検査業務サーキュラーNo.3-003 に従うこと。

4.5 次に掲げる文書（その承認された改訂版を含む。）は、本件に関するものである。

- Airbus SB A320-25-1CFU original issue dated 26 September 2024 or revision 01 dated 02 July 2025.
- Airbus SB A320-25-1CFV original issue dated 26 September 2024 or revision 01 dated 02 July 2025.



Airworthiness Directive

AD No.: 2025-0083R1

Issued: 24 March 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: Revision 1: 31 March 2026
Original issue: 28 April 2025

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2025-0083 dated 14 April 2025, which superseded EASA AD 2024-0231 dated 04 December 2024.

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

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

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, EASA issued AD 2024-0231 to require a repetitive detailed inspection (DET) of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

After 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". Consequently, EASA issued AD 2025-0083 to supersede EASA AD 2024-0231, extending the Applicability to the A321-271NY aeroplanes and aligning the definition with the Airbus naming to "upper fittings".

Since that AD was issued, comments were received, and it was determined that corrective action can also be accomplished in accordance with other Airbus approved instructions.

This AD is therefore revised.

For aeroplanes previously affected by EASA AD 2024-0231, this AD retains the requirements of that AD, with no additional action.

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, 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 FH, or 15 000 FC since first flight, or 72 months since aeroplane reference date, whichever occurs first
B	Before exceeding 36 months after 18 December 2024 [the effective date of EASA AD 2024-0231]

Corrective Action(s):

- (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 or contact Airbus for approved repair instructions and within the compliance time specified therein, accomplish those instructions accordingly.

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 28 April 2025 [the effective date of the original issue 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.

Ref. Publications:

Airbus SB A320-25-1CFU original issue dated 26 September 2024 or revision 01 dated 02 July 2025.

Airbus SB A320-25-1CFV original issue dated 26 September 2024 or revision 01 dated 02 July 2025.

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

Remarks:

- If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
- Based on the required actions and the compliance time, the original issue of this AD was posted on 14 April 2025 as Final AD with Request for Comments, postponing the public consultation process until 12 May 2025. No comments were received during the consultation period.
- 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.

