国空機第 55 号		整理番号	TCD-9919B-1-2026

耐 空 性 改 善 通 報

令和８年４月 24 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、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及びA321-232型：第2.1項又は第2.2項のいずれかに該当するものを除く。

2.1　A319系列型であって、製造時にエアバス改修28238、28162及び28342をすべて実施済みのもの

2.2　A318系列型であって、製造時にエアバス改修39195を実施済みのもの又は出荷後にエアバス・サービス・ブレティンA320-00-1219に従った改修を実施済みのもの

3.　適用項目

胴体フレーム68において、ストリンガー22周辺のインナー・キャップ及びウェブ・ホリゾンタル・フランジに生じた亀裂により、機体構造の健全性の低下に至る不具合を防止するため、既に実施した場合を除き、別添 EASA AD 2025-0166R1（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「12 November 2024 [the effective date of EASA AD 2024-0210 at original issue]」とあるのは「令和6年11月23日（耐空性改善通報TCD-9919A-2024の発効日）」と、「22 November 2021 [the effective date of EASA AD 2021-0242]」とあるのは「令和4年2月18日（耐空性改善通報TCD-8780B-2022の発効日）」と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４月 28 日から発効する。

4.2　本通報は、耐空性改善通報 TCD-9919B-2025（令和７年８月 18 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 2025-0166R1 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 12 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、先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 A320-53-1491 original issue dated 14 August 2020, or Revision 01 dated 2 May 2022, or Revision 02 dated 30 July 2024.

European Union Aviation Safety Agency

Airworthiness Directive

AD No.: **2025-0166R1**

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 01: 31 March 2026
Initial Issue: 06 August 2025

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2025-0166 dated 30 July 2025, which previously superseded EASA AD 2024-0210R1 dated 22 July 2025.

ATA 53 – Fuselage – Inner Cap and Frame Flange at Frame 68 Stringer 22 – Inspections

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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, 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 and A321-232 aeroplanes, all manufacturer serial numbers, except:

- A319 aeroplanes on which Airbus modification (mod) 28238, mod 28162 and mod 28342 have been embodied in production; and
- A318 aeroplanes on which mod 39195 has been embodied in production, or Airbus Service Bulletin (SB) A320-00-1219 has been embodied in service.

Definitions:

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

Inspection area: Inner cap and web horizontal flange at frame (FR)68 at level of stringer 22 and around the door stop 1 nuts, at aft passenger/crew door, both left-hand (LH) and right-hand (RH) sides.

The SB: Airbus SB A320-53-1491 Revision 02.

Groups:
Group 1 inspection areas are those on which Airbus repair part with Part Number (P/N) R534-20799 is installed or any other reinforcement repair part approved by Airbus is embodied.

Group 2 inspection areas are those which are not Group 1.

Note 1: [DELETED]

Reason:
Cracks have been reported in the inner cap and web horizontal flange at FR68 (LH and RH sides) at level of stringer 22 during accomplishment of inspections required by EASA AD 2016-0238 (later superseded by EASA AD 2021-0242).

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

To address this potential unsafe condition, Airbus issued the SB A320-53-1491 (later revised), and EASA issued AD 2022-0030 to require repetitive inspections of that area.

After that AD was issued, cracks have been found at the door stop fitting number 1 holes at frame 68, after the door stop fitting disassembly during accomplishment of inspections in accordance with the instructions of SB A320-53-1491 Revision 01.

Therefore, Airbus issued the SB, as defined in this AD, to include an additional inspection of the frame 68 door stop fitting number 1 holes. The inspection area was extended with an additional high-frequency eddy-current (HFEC) inspection to be performed on the FR68 around the door stop fitting number 1 nuts. The compliance times were reassessed and the SB was updated accordingly. Consequently, EASA issued AD 2024-0210 which retained the requirements of EASA AD 2022-0030, which was superseded, and required a repetitive special detailed inspection (SDI) of the inspection areas.

After that AD was issued, Airbus reassessed the compliance time for Group 2 inspection areas, and it was determined that credit can be provided for aeroplanes having embodied SB A320-53-1290 at any revision. Consequently, EASA issued AD 2024-0210R1 to update the Group 2 compliance time in Table 1 of this AD.

After that AD was issued, it was determined that the compliance time for Group 2 aeroplanes in Table 1 of this AD was missing reference to Airbus SB A320-53-1491. Consequently, EASA issued AD 2025-0166 to update the Group 2 compliance time in Table 1 of this AD.

Since that AD was issued, comments were received, asking for clarifications about the group definition; furthermore, it was determined that the compliance time for Group 2 aeroplanes in Table 1 of this AD can be updated.

For the reasons described above, this AD is revised to remove Note 1 from the Group definition and to update Table 1.

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 compliance time(s) as defined in Table 1 of this AD, and, thereafter, at intervals not to exceed the value as defined in Table 1 of this AD, as applicable, accomplish an SDI of each inspection area in accordance with the instructions of the SB.

(2) If, before 12 November 2024 [the effective date of EASA AD 2024-0210 at original issue], any Airbus approved repair instructions have been issued, supplementing the instructions of SB A320-53-1491 at any revision for an inspection area, accomplish those instructions on that inspection area within the compliance time specified therein. Accomplishment of those inspections on that inspection area does not supersede the requirement of paragraph (1) of this AD for that inspection area.

(3) If, before 12 November 2024 [the effective date of EASA AD 2024-0210 at original issue], any Airbus approved repair instructions have been issued, superseding the instructions of SB A320-53-1491 at any revision for an inspection area, accomplish those instructions on that inspection area within the compliance time specified therein. Accomplishment of those inspections on that inspection area supersedes the requirement of paragraph (1) of this AD for that inspection area.

Table 1 – Initial SDI and Interval

Group	Inspection Thresholds	Intervals
Group 1	**<u>1) or 2), whichever occurs later</u>** 1) Within 20 000 flight cycles (FC) after aeroplane first flight Or 2) Within 19 700 FC after the last inspection of that inspection area accomplished before 12 November 2024 [the effective date of EASA AD 2024-0210 at original issue] in accordance with the instructions of the original issue or Revision 01 of Airbus SB A320-53-1491, as applicable.	19 700 FC
Group 2	**<u>3), 4) or 5), whichever occurs later</u>** 3) Within 20 000 FC after aeroplane first flight Or 4) Within 16 200 FC after the last inspection of that inspection area accomplished before 12 November 2024 [the effective date of EASA AD 2024-0210 at original issue] in accordance with the instructions of A), B), C) or D), whichever occurs later, as applicable: A) Airbus SB A320-53-1491 without findings <u>and</u> Airbus SB A320-53-1288 without findings at FR68 door stop 1 (whichever occurs first); B) Airbus SB A320-53-1491 without findings <u>and</u> Airworthiness Limitation Item (ALI) task 534130 accomplished before 22 November 2021 [the effective date of EASA AD 2021-0242] without findings at FR68 door stop 1 (whichever occurs first); C) Airbus SB A320-53-1491 without findings <u>and</u> after accomplishment of a repair of FR68 door Stop 1 in accordance with SRM task 53-41-12-300-009 (whichever occurs first); D) Airbus SB A320-53-1491 without findings <u>and</u> after accomplishment/embodiment of Airbus SB A320-53-1290 (whichever occurs first) Or 5) Within 12 months after 12 November 2024 [the effective date of EASA AD 2024-0210 at original issue].	16 200 FC

Corrective Action(s):

(4) If, during any inspection as required by paragraph (1), (2) or (3) of this AD, as applicable, discrepancies and/or cracks are detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the SB, or contact Airbus for approved corrective action(s) instructions and, within the compliance time specified therein, accomplish those instructions accordingly, as applicable (see Note 2 of this AD).

Note 2: After embodiment of any Airbus approved repair part on a Group 2 inspection area, that area is considered a Group 1 inspection area.

Credit:

(5) For Group 1 inspection area: SDI(s) accomplished on an inspection area, before 12 November 2024 [the effective date of EASA AD 2024-0210 at original issue], in accordance with the instructions of the Airbus SB A320-53-1491 at original issue or Revision 01, as applicable, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that inspection area (see Note 3 of this AD).

Note 3: Credit provided by paragraph (5) can only be taken for inspection areas, where instructions in the original issue or Revision 01 of the SB exist.

Terminating Action(s):

(6) Accomplishment of corrective action(s) on an inspection area as required by paragraph (4) of this AD does not constitute terminating action for the repetitive SDI as required by paragraph (1), (2) or (3) of this AD for that inspection area, unless specified otherwise in the instructions provided by Airbus.

Reporting:

(7) Within 90 days after accomplishment of each SDI as required by paragraph (1) of this AD, or after 12 November 2024 [the effective date of EASA AD 2024-0210 at original issue], whichever occurs later, report the findings to Airbus. Using the inspection report attached to the SB is an acceptable method to comply with this requirement.

Ref. Publications:

Airbus SB A320-53-1491 original issue dated 14 August 2020, or Revision 01 dated 2 May 2022, or Revision 02 dated 30 July 2024.

The use of later approved revisions of the above-mentioned document 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. Based on the required actions and the compliance time, the original issue of this AD was posted on 30 July 2025 as Final AD with Request for Comments, postponing the public consultation process until 27 August 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 .