


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 15-088</p> <p>Date: 24 June 2015</p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A321 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None
ATA 25	Equipment / Furnishings – Overhead Stowage Compartment Attachments – Modification
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A321-211 and A321-231 aeroplanes, manufacturer serial numbers 3191, 3217, 3241, 3251, 3267, 3334, 3459, 3493, 3507, 3552, 3566, 3587, 3645, 3681, 3764, 3784, 3847, 3867, 3920, 3934, 3938, 3951, 3981, 4058, 4074, 4099, 4103, 4116, 4148, 4184, 4189, 4194, 4217, 4224, 4230, 4266, 4271, 4274, 4292, 4299, 4338, 4341, 4369, 4387, 4416, 4430, 4461 and 4500.
Reason:	<p>The overhead stowage compartments (OHSC), located at Frame 47.2 left-hand (LH) and right-hand (RH) side of the fuselage in certain aeroplanes, are currently installed with a flat headed pin at the upper attachment point. The pin passes through the OHSC upper attachment hole, then through the upper attachment fitting, and is secured by a split ring through the pin. A design review identified a risk that the OHSC attachment may not sustain the maximal loads for each flight phase, over the aeroplane life.</p> <p>This condition, if not corrected, could lead to OHSC detachment during flight, possibly resulting in injury to cabin crew or passengers.</p> <p>To address this potential unsafe condition, Airbus defined a new attachment design to secure the OHSC attachment in all the flight phases over the aeroplane life. Airbus issued Service Bulletin (SB) A320-25-1852 to provide modification instructions.</p> <p>For the reason described above, this AD requires modification of the affected OHSC attachments.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within 9 months after the effective date of this AD, modify the attachments of the affected OHSC by replacing each pin and split ring with a bolt, washer and nut in accordance with the instructions of Airbus SB A320-25-1852.</p>
Ref. Publications:	<p>Airbus SB A320-25-1852 original issue dated 24 September 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 22 July 2015. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51; E-mail: account.airworth-eas@airbus.com.