



Airworthiness Directive

AD No.: 2019-0069R2

Issued: 29 July 2024

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 2: 05 August 2024
Revision 1: 15 August 2023
Original issue: 11 April 2019

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2019-0069R1 dated 08 August 2024, which revised EASA AD 2019-0069 dated 28 March 2019.

ATA 25 – Equipment / Furnishings – Overhead Stowage Compartments – Modification

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A318-112, A318-121, A318-122, A319-111, A319-112, A319-115, A319-131, A319-132, A319-133, A320-214, A320-216, A320-232, A320-233, A320-251N, A320-271N, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-253N, A321-271N and A321-272N aeroplanes, manufacturer serial numbers as listed in the applicable SB.

Definitions:

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

The applicable SB: Airbus Service Bulletin (SB) A320-25-1BGJ Revision 01, SB A320-25-1BGK Revision 01, SB A320-25-1BGL Revision 01 and SB A320-25-1BKW Revision 01, as applicable.

The alternative SB: SB A320-25-1BKT, SB A320-25-1BKM, SB A320-25-1BKS, SB A320-25-1CDB and SB A320-25-1CGX, as applicable.



Reason:

During routine inspections, several screws were found missing or loose on the interconnecting brackets of certain overhead stowage compartments (OHSC) and pivoting OHSC (POHSC). Investigations and a sampling program have shown that loosening of fasteners can be generated by a relative movement of the OHSC / POHSC and vibrations inside the aeroplane, by elastic deformation of the aeroplane body and by take-off and landing manoeuvres.

This condition, if not corrected, could lead to detachment of an OHSC / POHSC, possibly resulting in injury to aeroplane occupants.

To address this potential unsafe condition, Airbus issued the SB A320-25-1BGJ, SB A320-25-1BGK, SB A320-25-1BGL and SB A320-25-1BKW, providing modification instructions to improve the robustness of the OHSC and POHSC. Prompted by new findings, Airbus revised those SBs including additional work and associated instructions.

Consequently, EASA issued AD 2019-0069 to require modification of the OHSC and POHSC attachments.

After EASA AD 2019-0069 was issued, further investigations and analysis highlighted that the compliance time to modify the aeroplane can be extended. Additionally, EASA issued Alternative Method of Compliance (AMOC) Approval 10075844 to state that accomplishment of Airbus SB A320-25-1BKT, SB A320-25-1BKM or SB A320-25-1BKS provides an equivalent level of safety with the modification required by this AD. Airbus also issued SB A320-25-1CDB providing an additional alternative method to comply with the modification requirements of this AD. Consequently, EASA issued AD 2019-0069R1 to introduce Airbus SB A320-25-1BKT, SB A320-25-1BKM, SB A320-25-1BKS and SB A320-25-1CDB, which provide an acceptable alternative method to comply with the requirements of paragraph (1) of this AD, and to extend the compliance time for requirements of paragraphs (1) and (2) of this AD.

Since EASA AD 2019-0069R1 was issued, Airbus issued SB A320-25-1CGX providing an additional alternative method to comply with the modification requirements of this AD.

For the reason described above, EASA AD 2019-0069R1 is revised to introduce Airbus SB A320-25-1CGX, which provides an acceptable alternative method to comply with the modification requirements of paragraph (1) of this AD.

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:

Modification(s):

- (1) Within 96 months after the 11 April 2019 [the effective date of this AD at original issue], modify the attachments of the left-hand and right-hand OHSC and POHSC, as applicable, in accordance with the instructions of the applicable SB.



Inspection / Additional Work:

- (2) For an aeroplane that, before 11 April 2019 [the effective date of this AD at original issue], has been modified in accordance with the original issue of Airbus SB A320-25-1BGJ, SB A320-25-1BGK, SB A320-25-1BGL or SB A320-25-1BKW, within 96 months after 11 April 2019 [the effective date of this AD at original issue], accomplish an inspection in accordance with the instructions identified as “additional work” in the applicable SB.

Corrective Action(s):

- (3) If, during the inspection as required by paragraph (2) of this AD, any discrepancy is identified, as defined in the applicable SB, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the applicable SB.

Alternative Method:

- (4) Modification of an aeroplane in accordance with the instructions of the alternative SB is an acceptable alternative method to comply with the requirement of paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Airbus SB A320-25-1BGJ original issue dated 19 December 2017, or Revision 01 dated 21 August 2018.

Airbus SB A320-25-1BGK original issue dated 13 October 2017, or Revision 01 dated 24 August 2018.

Airbus SB A320-25-1BGL original issue dated 13 October 2017, or Revision 01 dated 21 August 2018.

Airbus SB A320-25-1BKW original issue dated 19 February 2018, or Revision 01 dated 21 August 2018.

Airbus SB A320-25-1BKT original issue dated 23 September 2019, Revision 01 dated 03 April 2020, Revision 02 dated 06 May 2020, Revision 03 dated 16 December 2020, or Revision 04 dated 07 March 2022.

Airbus SB A320-25-1BKM original issue dated 04 February 2019, Revision 01 dated 04 June 2019, Revision 02 dated 29 April 2020, Revision 03 dated 11 January 2021, or Revision 04 dated 08 July 2022.

Airbus SB A320-25-1BKS original issue dated 06 February 2019, Revision 01 dated 11 July 2019, Revision 02 dated 06 April 2020, Revision 03 dated 05 October 2020, Revision 04 dated 02 June 2021, or Revision 05 dated 18 May 2022.

Airbus SB A320-25-1CDB original issue dated 09 June 2023, or Revision 01 dated 06 July 2023.

Airbus SB A320-25-1CGX original issue dated 13 July 2024.

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. The original issue of this AD was posted on 29 January 2018 as PAD 18-013 for consultation until 26 February 2018, and republished on 28 January 2019 as PAD 18-013R1 for additional consultation until 25 February 2019. The Comment Response Documents 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.

