



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-013

Issued: 29 January 2018

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

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 date indicated..

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

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 (MSN) as listed in Airbus Service Bulletin (SB) A320-25-1BGK, Airbus SB A320-25-1BGL, Airbus SB A320-25-1BGJ, and Airbus SB A320-25-1BKW.

Definitions:

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

The applicable SBs: Airbus SB A320-25-1BGJ, SB A320-25-1BGK, SB A320-25-1BGL, and SB A320-25-1BKW.



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 applicable SBs, providing modification instructions to improve the robustness of the OHSC and POHSC.

For the reasons described above, this AD requires modification of the OHSC and POHSC attachments.

Note 1: Airbus SB A320-25-1BKW has not yet been published on the PAD issue date. It is expected to be issued before the issue date of the AD, providing applicable instructions for MSN 07844, 07864, 07917 and 07959.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Modification(s):

Within 72 months after the effective date of this AD, modify the attachments of the left hand and right hand OHSC and POHSC, as applicable, in accordance with the instructions of the applicable SBs.

Ref. Publications:

Airbus SB A320-25-1BGJ original issue, dated 19 December 2017.

Airbus SB A320-25-1BGK original issue, dated 13 October 2017.

Airbus SB A320-25-1BGL original issue, dated 13 October 2017.

Airbus SB A320-25-1BKW original issue (to be issued).

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

Remarks:

1. This Proposed AD will be closed for consultation on 26 February 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. 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 .

