



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-013R1

Issued: 28 January 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

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 the applicable SBs.

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, or SB A320-25-1BKW Revision 01, 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 original issue of the applicable SB, 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.

After issuance of PAD 18-013, prompted by new findings, the applicable SBs have been updated to include additional work and associated instructions. This PAD is revised accordingly, to require accomplishment of the additional work, as specified in the updated applicable SBs, and to reduce the compliance time for the initial modification.

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

Required as indicated, unless accomplished previously:

Modification(s):

- (1) Within 60 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 SB.

Inspection / Additional Work:

- (2) For an aeroplane that, before the effective date of this AD, has been modified in accordance with the original issue of the applicable SB, within 36 months after the effective date of this AD, 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.

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.



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 25 February 2019.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. 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 .

