



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 18-177**

**Issued: 14 December 2018**

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):**

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 – Cabin Attendant Seat – Modification

### Manufacturer(s):

Airbus, formerly Airbus Industrie

### Applicability:

A320-214, A320-271N, A321-211 and A321-231 aeroplanes, manufacturer serial numbers (MSN) as listed in Appendix 1 of this AD.

### Definitions:

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

**The applicable SB:** Airbus Service Bulletin (SB) A320-25-1BEK and SB A320-25-1BEL, as applicable.

**Goodrich SB:** Goodrich SB 2427-25-001, Goodrich SB 2428-25-001 and Goodrich SB 2431-25-001.

**Affected part:** Cabin attendant seat as identified in the effectivity of Goodrich SB.

### Reason:

During a test of a new wall partition for cabin attendant seat model 2428, the backrest was found permanently deformed and did not allow the seat pan to return to a full-up position. Investigation



results identified that a heat treatment had not been applied on certain backframes, which could lead to permanent deformation of the seat backrest.

This condition, if not corrected, could reduce the escape path through the adjacent exit door in case of evacuation, possibly resulting in injury to aeroplane occupants.

To address this potential unsafe condition, Airbus issued the applicable SB, which refer to Goodrich SB, providing instructions to modify affected parts by replacing the backframe, and to add a placard after modification.

For the reasons described above, this AD requires modification of the affected parts .

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

Required as indicated, unless accomplished previously:

#### **Inspection(s):**

- (1) Within 24 months after the effective date of this AD, modify each affected part in accordance with the instructions of the applicable SB.

#### **Reporting:**

- (2) Within 30 days after modification of an affected part as required by paragraph (1) of this AD, or within 30 days after the effective date of this AD, whichever occurs later, report that action to Airbus. This can be done in accordance with the instructions of the SB.

#### **Ref. Publications:**

Airbus SB A320-25-1BEK original issue dated 18 November 2016.

Airbus SB A320-25-1BEL original issue dated 18 November 2016.

Goodrich SB 2427-25-001 revision C dated 21 October 2016.

Goodrich SB 2428-25-001 revision D dated 21 October 2016.

Goodrich SB 2431-25-001 revision D dated 09 November 2016.

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 11 January 2019.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:account.airworth-eas@airbus.com).



## Appendix 1

List of affected MSN:

Airbus SB	Aeroplane model	Affected MSN					
A320-25-1BEK	A320-214, A321-211, A321-231	6669	6672	6704	6736	6770	6773
		6787	6792	6804	6825	6835	6838
		6845	6848	6867	6889	6891	6897
		6910	6926	6939	6947	6953	6976
A320-25-1BEL	A320-271N	6801					

