Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-051

Issued: 19 March 2025

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 S.A.S.

Type/Model designation(s):

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 – Part(s) Installation

Manufacturer(s):

Airbus

Applicability:

Airbus A321-271NY aeroplanes, all manufacturer serial numbers (MSN).

Definitions:

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

Affected part:

- Overheat detection system (OHDS) sensing elements, also identified as 'Continuous Fire Detector', identified as affected part in EASA AD 2024-0196.

- SafeLav gaseous oxygen container identified as affected part in EASA AD 2024-0197.

- Chemical oxygen generator identified as affected part in EASA AD 2024-0198.

- Trimmable horizontal stabilizer actuators (THSA) identified as affected part in EASA AD 2024-0203 or EASA AD 2025-0041.

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- Main landing gear (MLG) door actuator identified as affected part in EASA AD 2024-0216.

- Cargo bulkhead vertical member upper parts and female fittings identified as affected part in EASA AD 2024-0231.

Affected antenna adapter plate: Broadband antenna adapter plate, skirt, vents and attachment fittings installed identified as affected part in EASA AD 2024-0199 and potential revisions of this AD.

Groups: Group 1 aeroplanes are those having any affected part or affected antenna adapter plate installed. Group 2 aeroplanes are those which are not Group 1 aeroplanes.
An aeroplane on which no affected part or affected antenna adapter plate has been installed in service is considered a Group 2 aeroplane.

Reason:

EASA issued several ADs, as identified in the definition of “affected part” and “affected antenna”, to address various possible unsafe condition. Those ADs include requirements to prohibit (re)installation of affected parts, and conditions for installation of affected antenna, on aeroplanes which are affected by those ADs.

Since those ADs have been issued, a new aeroplane model (A321-271NY) has been certified, on which affected parts and affected antenna adapter plates could be installed in service.

This condition, if not addressed, could lead to an unsafe condition.

For the reason described above, this AD prohibits installation of affected parts, and provides conditions for installation of affected antenna adapter plates, on A321-271NY aeroplanes.

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:

(1) For Group 1 aeroplanes: Before next flight after the effective date of this AD, contact Airbus for approved instructions and within the compliance time specified therein, accomplish those instructions accordingly.

Part(s) Installation:

(2) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install any affected part on any aeroplane.

(3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install an affected antenna adapter plate provided that the conditions for parts installation as required in EASA AD 2024-0199 are met. After that installation the actions as required by EASA AD 2024-0199 for Group 1 aeroplanes (as defined in EASA AD 2024-0199) are accomplished on that aeroplane.

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Ref. Publications:

EASA AD 2024-0196 dated 18 October 2024.

EASA AD 2024-0197 dated 18 October 2024.

EASA AD 2024-0198 dated 18 October 2024.

EASA AD 2024-0199 dated 18 October 2024.

EASA AD 2024-0203 dated 22 October 2024.

EASA AD 2024-0216 dated 15 November 2024.

EASA AD 2024-0231 dated 04 December 2024.

EASA AD 2025-0041 dated 18 February 2025.

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 02 April 2025.

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. This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.

4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – 1IASA; E-mail: account.airworth-eas@airbus.com .

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