

Airworthiness Directive

AD No.: 2025-0248**Issued:** 06 November 2025

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: 20 November 2025**TCDS Number(s):** EASA.A.064**Foreign AD:** Not applicable**Supersedure:** None

ATA 25 – Equipment / Furnishings – Overhead Stowage Compartments – Inspection / Repair

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A318-111, A318-112, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232 aeroplanes, all manufacturer serial numbers (MSN) except those on which Airbus modification (mod) 35812 has been embodied in production and on which mod 38722 has not been embodied in production.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A320-25-1CHZ.

Affected part: ARIES overhead stowage compartments (OHSC) having a Part Number (P/N) as listed in Appendix 1 of this AD, except those which have passed an inspection (without findings) in accordance with the instructions of the SB.

The P/N stated in Appendix 1 of this AD have as the 4th character the letter “O”, while in certain Airbus documentation, this character might be the number “0”.

Serviceable part: OHSC eligible for installation in accordance with Airbus instructions, that is not an affected part.

Groups: Group 1 aeroplanes are those which have an affected part installed. Group 2 aeroplanes are those which are not Group 1 aeroplanes.

Reason:

During in-service operations, several A320 family aeroplanes equipped with OHSC bins from the supplier ARIES showed signs of damage to the YZ-axis attachment points. Investigations revealed that bushings (also named as bearings), retainer rings, and pins had migrated from their original positions, possibly due to axial loading and/or improper maintenance during bin removal or reinstallation. These migrated components are not always detectable and may remain unreported.

This condition, if not detected and corrected, could affect the structural integrity of the OHSC under emergency landing loads, which could lead to OHSC detachment, possibly resulting in injury to aeroplane occupants and/or blocking of an escape path during an emergency evacuation.

To address this potential unsafe condition, Airbus issued the SB providing inspection and repair instructions.

For the reason described above, this AD requires one-time inspection and, depending on findings, accomplishment of applicable corrective action(s).

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:

One-time Inspection(s):

- (1) For Group 1 aeroplanes: Within 24 months after the effective date of this AD, inspect each affected part in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as defined in the SB, is detected, before next flight, accomplish the applicable corrective action(s) on that affected part in accordance with the instructions of the SB.

Replacement:

- (3) Replacement of an affected part with a serviceable part is acceptable to comply with the inspection and/or corrective action instructions, as required by paragraph (1) or (2) of this AD for that affected part, as applicable.

Part(s) Installation:



- (4) Do not install an affected part on any aeroplane as required by paragraph (4.1) or (4.2) of this AD, as applicable.
- (4.1) For Group 1 aeroplanes: After accomplishment of the inspection and, depending on finding(s), corrective action, as required by paragraphs (1) and (2) of this AD, as applicable.
- (4.2) For Group 2 aeroplanes: From the effective date of this AD.

Reporting:

- (5) Within 30 days after the inspection as required by paragraph (1) or within 1 month after the effective date of this AD, whichever occurs later, report the inspection results (including no findings) to Airbus. The SB provides instructions which constitute an acceptable method to comply with this requirement.

Ref. Publications:

Airbus SB A320-25-1CHZ original issue dated 22 May 2025.

The use of later approved revisions of the above-mentioned document 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. This AD was posted on 19 September 2025 as PAD 25-149 for consultation until 17 October 2025. The Comment Response Document 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.



Appendix 1
List of Affected Part Numbers (P/N)

P/N
ARCO7181xxxx
ARCO7186xxxx
ARCO7191xxxx
ARCO7195xxxx
ARCO7196xxxx
ARCO7912xxxx
ARCO7913xxxx
ARCO7914xxxx
ARCO7915xxxx
ARCO7916xxxx
ARCO7917xxxx
ARCO7918xxxx
ARCO7919xxxx
ARCO9120726

where 'xxxx' represents any numerical sequence.

