Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-043R1

Issued: 29 April 2026

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):
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: This AD supersedes EASA AD 2017-0161R1 dated 20 September 2017.

ATA 92 – Electrical Systems Installation – Battery Retaining Rods – Identification / Replacement

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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, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers (MSN).

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

The SB: Airbus Service Bulletin (SB) A320-92-1116 Revision 02 or A320-92-1118 Revision 01, as applicable.

Affected part: Any battery retaining rod having Part Number (P/N) D9241023700000, except those for which any of the following conditions apply:

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- Has not been originally installed on a battery support assembly with “SA” quality marking, and/or “SA” designation in the supplier P/N (see Note 1 of this AD).
- Has been identified with the applicable SB label in accordance with the instructions of the SB.

Note 1: If no supplier part number designation is found on the battery support assembly, the battery retaining rods of that battery support assembly are considered as affected parts.

Serviceable part: An affected part that is new (not previously installed on any aeroplane), or any battery retaining rod, eligible for installation in accordance with Airbus instructions, which is not an affected part.

The GVI: General visual inspection of a battery retaining rod accomplished in accordance with the instructions of Airbus Alert Operators Transmission (AOT) A92N001-16.

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

Reason:
Several occurrences have been reported of battery rod failures on certain Airbus aeroplanes. Subsequent examination of broken rod parts determined that these failures were due to quality defects of the material used during parts manufacturing. Each battery is secured on an aeroplane by two rods. Failure of one rod, in case of severe turbulence during flight or hard landing, could lead to battery displacement, or roll on the remaining rod side, up to a point where the remaining rod could be disengaged. The battery could ultimately detach from its housing and damage relays, connectors, contactor boxes, air ducts and surrounding structure.

This condition, if not detected and corrected, could lead to the loss of the normal electrical generation not followed by an automatic recovery of essential network.

To address this potential unsafe condition, Airbus issued AOT A92N001-16 (later revised) and EASA issued AD 2016-0204 requiring repetitive general visual inspections (GVI) of the four battery rods (two per battery), and, in case of findings, replacement of battery rods.

Since that AD was issued, the manufacturer of the broken battery retaining rods has been identified, which allows proper identification of the affected parts and their withdrawal from service. Consequently, Airbus issued SB A320-92-1116 and SB A320-92-1118 to provide the necessary instructions to the affected operators. No rods delivered as spare parts are affected by the manufacturing issue.

For the reason described above, EASA AD 2017-0161 was issued, retaining the requirements of EASA AD 2016-0204, which was superseded, and required replacement of battery retaining rods depending on manufacturer identification. This AD also provided a terminating action for the repetitive inspections. This AD was revised to amend the definition of a serviceable rod and to relate models to the respective SB in the Applicability. This AD was also republished to correct the effective date in paragraphs (4) and (7).

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Since this AD was issued, comments were received regarding the identification of the “SA” quality stamp. Consequently, Airbus revised the SBs to clarify the identification and action to be performed on the battery rod.

For the reason described above, this AD retains the requirements of EASA AD 2017-0161R1, which is superseded, requiring to accomplish future inspections in accordance with the latest revision of the SB and provides credit for previously performed inspections.

During the consultation period of EASA PAD 26-043 comments were received. This PAD is revised to provide clarifications with Note 1 and the previously proposed credit paragraph was deleted accordingly.

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:

Repetitive Inspection(s):

(1) For Group 1 aeroplanes: Within 4 months after the effective date of this AD and, thereafter, at intervals not to exceed 4 months, accomplish a GVI of each affected part.

(2) For Group 1 aeroplanes: From the effective date of this AD, before next flight after a hard landing, or flight in severe turbulence, accomplish a GVI of each affected part.

Corrective Action(s):

(3) If, during any GVI as required by paragraph (1) or (2) of this AD, as applicable, any affected part of a battery support assembly is found broken, before next flight, replace the two affected parts of that battery support assembly with serviceable parts in accordance with the instructions of Airbus AOT A92N001-16.

Identification of Affected Parts:

(4) For Group 1 aeroplanes: Within 24 months after the effective date of this AD, accomplish a detailed inspection of each battery support assembly to identify their manufacturer in accordance with the instructions of the SB.

Replacement of Affected Parts:

(5) If, during the inspection, as required by paragraph (4) of this AD, the quality stamp or the supplier part number designation on a battery support assembly is found marked with an “SA” manufacturer identification, before next flight, replace the affected parts of that battery support assembly with serviceable parts in accordance with the instructions of the SB.

(6) If, during the inspection as required by paragraph (4) of this AD, it is determined that the quality stamp and the supplier part number designation of a battery support assembly is not “SA” (also see Note 1 of this AD), before next flight, identify with the applicable SB label the battery retaining rods of that battery support assembly in accordance with the instructions of the SB.

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Terminating Action:

(7) Replacement or reidentification on an aeroplane of each affected part as required by paragraph (5) or (6) of this AD, as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (1) and (2) of this AD for that aeroplane.

Parts Installation:

(8) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install an affected part on any aeroplane, provided that it is new (not previously installed on any aeroplane) and that, concurrently with that installation, it is identified with the applicable SB label in accordance with the instructions of the SB

Ref. Publications:

Airbus AOT A92N001-16 original issue, dated 25 August 2016, or Revision 01, dated 10 October 2016.

Airbus SB A320-92-1116 original issue, dated 31 January 2017, or Revision 01, dated 18 April 2018, or Revision 02, dated 26 September 2025.

Airbus SB A320-92-1118 original issue, dated 05 February 2017, or Revision 01, dated 26 September 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 13 May 2026.

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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