

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-039

Issued: 05 April 2024

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):

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 – Emergency Location Transmitter Protection Tray – Replacement

Manufacturer(s):

Airbus

Applicability:

Airbus A320-251N, A320-271N, A321-251NX, A321-253NX and A321-271NX aeroplanes, manufacturer serial numbers 09541, 10126, 10167, 10180, 10193, 10258, 10307, 10314, 10408, 10481, 10494, 10499, 10500, 10525, 10540, 10595, 10712, 10735, 10756, 10786, 10789, 10809, 10883, 10944, 10973, 11084, 11110, 11144, 11239, 11249, 11312 and 11390.

Definitions:

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

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

Affected part: Emergency Location Transmitter (ELT) bracket having Part Number (P/N) A0861.

Serviceable part: ELT bracket with a crash protection having P/N A0861-1-CP (in the SB A0861-1CP).

Groups: Group 1 aeroplanes are those having an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed.

Aeroplane date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

Reason:

It was determined that the installation of the ELT P/N 500-12Y in combination with the affected part was not fire-tested in accordance with ETSO-C142a, resulting in a non-compliance with requirements on protection against lithium battery burst/explosion in case of thermal runaway.

This condition, if not corrected, may lead to serious injuries of aeroplane occupants.

To address this potential unsafe condition Airbus issued the SB, providing instructions to replace the affected part with a serviceable part.

For the reasons described above, this AD requires replacement of the affected parts by serviceable parts and prohibits installation of an affected part.

On the issue date of this AD, no modification instructions have been issued by Airbus to install an affected part on aeroplane in service. This AD is therefore applicable only to those MSN on which an affected part has been installed in production.

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

Required as indicated, unless accomplished previously:

Replacement:

(1) For Group 1 aeroplanes: Within 72 months after aeroplane date of manufacture, replace the affected part with a serviceable part, in accordance with the instructions of the SB.

Part(s) Installation:

(2) Do not install an affected part on any aeroplane as required by paragraph (2.1) or (2.2) of this AD, as applicable (see Note 1 of this AD).

(2.1) For Group 1 aeroplanes: After replacement of the affected parts as required by paragraph (1) of this AD.

(2.2) For Group 2 aeroplanes: From the effective date of this AD.

Note 1: Removal of an affected part from an aeroplane and subsequent reinstallation of that affected part on the same aeroplane, accomplished during a single maintenance visit, is not considered as 'install' as specified in paragraph (2) of this AD.

Ref. Publications:

Airbus SB A320-25-1CEX original issue dated 13 November 2023.



The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 03 May 2024.
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.

