


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2011-0137R1</p> <p>Date: 08 July 2013</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
Design Approval Holder's Name :		Type/Model designation(s) :
AIRBUS		A318, A319, A320 and A321 aeroplanes
TCDS Number :	EASA.A.064	
Foreign AD :	Not applicable	
Revision:	This AD revises EASA AD 2011-0137 dated 21 July 2011, including the Correction dated 22 July 2011.	
ATA 25	Equipment / Furnishings – Passenger Compartment Class Divider / Gas Spring Damper – Inspection / Replacement	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, 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 and A321-232 aeroplane models, all manufacturer serial numbers.	
Reason:	<p>Several occurrences on Airbus A320 aeroplanes have been reported where the passenger compartment class divider fell down.</p> <p>Investigation revealed that the force of the gas spring damper, Part Number (P/N) 192848, which fixes the class divider to the cabin wall, could be too low. As a consequence, the class divider may become detached from its attachment point.</p> <p>This condition, if not detected and corrected, could lead to in-flight detachment of the class divider, possibly resulting in injury to the occupants.</p> <p>To address this potential unsafe condition, EASA issued AD 2011-0137 to require repetitive inspections of the gas spring damper to check whether the damper load (compression force value) is under the specified limit and, depending on findings, replacement of the gas spring damper.</p> <p>Since that AD was issued, Airbus published a new Service Bulletin (SB), A320-25-1793, which allows in-service installation of a spring actuator in place of the gas damper in the class divider.</p> <p>For the reasons described above, this AD is revised to specify that</p>	

	installation of the new spring actuator in the passenger compartment class divider is an alternative (optional) terminating action to the repetitive inspections required by this AD.												
Effective Date:	Revision 1: 15 July 2013 Original issue: 04 August 2011												
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 3 months after 04 August 2011 [the effective date of the original issue of this AD], accomplish a special detailed inspection of the gas spring damper P/N 192848 of the class divider, having a P/N listed in Appendix 1 of this AD, to determine the compression force value which fixes the class divider to its attachment point, in accordance with the instructions of Airbus SB A320-25A1757.</p> <p>(2) Within the compliance time defined in Table 1 of this AD, depending on the compression value determined as required by paragraph (1) of this AD, replace the affected gas spring damper with a new or serviceable damper in accordance with the instructions of Airbus SB A320-25A1757.</p> <p style="text-align: center;">Table 1</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Compression force value, in Newton (N):</th> <th>Compliance time, after an inspection as required by paragraph (1) of this AD:</th> </tr> </thead> <tbody> <tr> <td>41 N or lower</td> <td>Before next flight</td> </tr> <tr> <td>Higher than 41 N and lower than or equal to 43 N</td> <td>Within 3 months</td> </tr> <tr> <td>Higher than 43 N and lower than or equal to 45 N</td> <td>Within 6 months</td> </tr> <tr> <td>Higher than 45 N and lower than or equal to 49 N</td> <td>Within 12 months</td> </tr> <tr> <td>Higher than 49 N</td> <td>Within 24 months</td> </tr> </tbody> </table> <p>(3) After replacement of a gas spring damper as required by paragraph (2) of this AD with a gas spring damper having P/N 192848: Before the gas spring damper has accumulated 24 months since its first installation on an aeroplane, accomplish the inspection as required by paragraph (1) of this AD and, depending on findings, accomplish the applicable corrective actions as required by paragraph (2) of this AD.</p> <p>(4) After 04 August 2011 [the effective date of the original issue of this AD], do not install on an aeroplane a class divider with a P/N listed in appendix 1 of this AD in combination with a gas spring damper P/N 192848, unless in compliance with the requirements of this AD.</p> <p>(5) Modification of an aeroplane, by installing a spring actuator in place of the gas damper in the class divider, in accordance with the instructions of Airbus SB A320-25-1793, constitutes terminating action for the repetitive inspections as required by paragraph (3) of this AD for that aeroplane.</p>	Compression force value, in Newton (N):	Compliance time, after an inspection as required by paragraph (1) of this AD:	41 N or lower	Before next flight	Higher than 41 N and lower than or equal to 43 N	Within 3 months	Higher than 43 N and lower than or equal to 45 N	Within 6 months	Higher than 45 N and lower than or equal to 49 N	Within 12 months	Higher than 49 N	Within 24 months
Compression force value, in Newton (N):	Compliance time, after an inspection as required by paragraph (1) of this AD:												
41 N or lower	Before next flight												
Higher than 41 N and lower than or equal to 43 N	Within 3 months												
Higher than 43 N and lower than or equal to 45 N	Within 6 months												
Higher than 45 N and lower than or equal to 49 N	Within 12 months												
Higher than 49 N	Within 24 months												
Ref. Publications:	<p>Airbus SB A320-25A1757 original issue, dated 29 April 2011.</p> <p>Airbus SB A320-25-1793 original issue, dated 09 April 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>												

Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.
-----------	---

Appendix 1

List of Class divider Part Numbers (P/N) affected by this AD,
if fitted with a gas spring damper P/N 192848

Class divider Part Numbers
D252-74070-004-00
D252-74070-006-00
D252-74070-008-00
D252-74070-010-00
D252-74070-012-00
D252-74070-014-00
D252-74070-016-00
D252-74070-018-00
D252-74070-020-00
D252-74070-022-00
D252-74070-024-00
D252-74070-026-00
D252-74070-028-00