



## Airworthiness Directive

**AD No.:** 2019-0069

**Issued:** 28 March 2019

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, 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 agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

**Effective Date:** 11 April 2019

**TCDS Number(s):** EASA.A.064

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 25 – Equipment / Furnishings – Overhead Stowage Compartments – Modification

### Manufacturer(s):

Airbus, formerly Airbus Industrie

### Applicability:

Airbus A318-112, A318-121, A318-122, A319-111, A319-112, A319-115, A319-131, A319-132, A319-133, A320-214, A320-216, A320-232, A320-233, A320-251N, A320-271N, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-253N, A321-271N, and A321-272N aeroplanes, manufacturer serial numbers as listed in the applicable SBs.

### Definitions:

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

**The applicable SB:** Airbus Service Bulletin (SB) A320-25-1BGJ Revision 01, SB A320-25-1BGK Revision 01, SB A320-25-1BGL Revision 01, or SB A320-25-1BKW Revision 01, as applicable.

### Reason:

During routine inspections, several screws were found missing or loose on the interconnecting brackets of certain overhead stowage compartments (OHSC) and pivoting OHSC (POHSC). Investigations and a sampling program have shown that loosening of fasteners can be generated by



a relative movement of the OHSC / POHSC and vibrations inside the aeroplane, by elastic deformation of the aeroplane body and by take-off and landing manoeuvres.

This condition, if not corrected, could lead to detachment of an OHSC / POHSC, possibly resulting in injury to aeroplane occupants.

To address this potential unsafe condition, Airbus issued the original issue of the applicable SB, providing modification instructions to improve the robustness of the OHSC and POHSC. Prompted by new findings, the applicable SBs have been later issued, including additional work and associated instructions.

For the reasons described above, this AD requires modification of the OHSC and POHSC attachments.

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

Required as indicated, unless accomplished previously:

#### **Modification(s):**

- (1) Within 60 months after the effective date of this AD, modify the attachments of the left-hand and right-hand OHSC and POHSC, as applicable, in accordance with the instructions of the applicable SB.

#### **Inspection / Additional Work:**

- (2) For an aeroplane that, before the effective date of this AD, has been modified in accordance with the original issue of the applicable SB, within 36 months after the effective date of this AD, accomplish an inspection in accordance with the instructions identified as “additional work” in the applicable SB.

#### **Corrective Action(s):**

- (3) If, during the inspection as required by paragraph (2) of this AD, any discrepancy is identified, as defined in the applicable SB, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the applicable SB.

#### **Ref. Publications:**

Airbus SB A320-25-1BGJ original issue dated 19 December 2017, or Revision 01 dated 21 August 2018.

Airbus SB A320-25-1BGK original issue dated 13 October 2017, or Revision 01 dated 24 August 2018.

Airbus SB A320-25-1BGL original issue dated 13 October 2017, or Revision 01 dated 21 August 2018.

Airbus SB A320-25-1BKW original issue dated 19 February 2018, or Revision 01 dated 21 August 2018.

The use of later approved revisions of the above-mentioned documents 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 29 January 2018 as PAD 18-013 for consultation until 26 February 2018, and republished on 28 January 2019 for additional consultation until 25 February 2019. The Comment Response Documents 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](mailto: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](#).
5. 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](mailto:account.airworth-eas@airbus.com).

