Airworthiness Directive

AD No.: 2025-0075R1

Issued: 21 July 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):

A321 aeroplanes

Effective Date:	Revision 1: 04 August 2025 Original issue: 22 April 2025
TCDS Number(s):	EASA.A.064
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2025-0075 dated 08 April 2025.

ATA 27 – Flight Controls – Part(s) Installation

ATA 35 – Oxygen – Part(s) Installation

ATA 36 – Pneumatic – Part(s) Installation

Manufacturer(s):

Airbus

Applicability:

Airbus A321-271NY aeroplanes, all manufacturer serial numbers.

Definitions:

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

Affected part:

- Overheat detection system (OHDS) sensing elements, also identified as 'Continuous Fire Detector', identified as affected part in EASA AD 2024-0196 (ATA 36).

- SafeLav gaseous oxygen container identified as affected part in EASA AD 2024-0197 (ATA 35).

- Chemical oxygen generator identified as affected part in EASA AD 2024-0198 (ATA 35).

- Trimmable horizontal stabilizer actuators (THSA) identified as affected part in EASA AD 2024-0203 or EASA AD 2025-0041 (ATA 27).

Groups: Group 1 aeroplanes are those having any affected part installed.
Group 2 aeroplanes are those which are not Group 1 aeroplanes.
An aeroplane on which no affected part has been installed in service is considered a Group 2 aeroplane.

Reason:

EASA issued several ADs, as identified in the definition of "affected part", to address various possible unsafe condition. Those ADs include requirements to prohibit (re)installation of affected parts on aeroplanes which are affected by those ADs.

Since those ADs have been issued, a new aeroplane model (A321-271NY) has been certified, on which affected parts could be installed in service.

This condition, if not addressed, could lead to an unsafe condition.

Consequently, EASA issued AD 2025-0075 to prohibit installation of affected parts on A321-271NY aeroplanes. That AD also included reference to Main Landing Gear doors actuators, identified as affected parts in EASA AD 2024-0216.

Since that AD was issued, EASA AD 2024-0216 was superseded by EASA AD 2025-0158, to extend the list of affected parts. Further, the applicability of that AD was expanded to include the A321-271NY to take over the requirements of EASA AD 2025-0075 for the Main Landing Gear door actuator.

This AD is revised accordingly, to update the affected part definition.

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:

(1) For Group 1 aeroplanes: Before next flight after 22 April 2025 [the effective date of the original issue of this AD], contact Airbus for approved instructions and within the compliance time specified therein, accomplish those instructions accordingly.

Part(s) Installation:

(2) For Group 1 and Group 2 aeroplanes: From 22 April 2025 [the effective date of the original issue of this AD], do not install any affected part on any aeroplane.

Ref. Publications:

EASA AD 2024-0196 dated 18 October 2024.

EASA AD 2024-0197 dated 18 October 2024.

EASA AD 2024-0198 dated 18 October 2024.

EASA AD 2024-0203 dated 22 October 2024.

EASA AD 2025-0041 dated 18 February 2025.

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. The original issue of this AD was posted on 19 March 2025 as PAD 25-051 for consultation until 02 April 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.