Airworthiness Directive

AD No.: 2026-0176

Issued: 11 September 2026

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):

A318, A319, A320 and A321 aeroplanes

Effective Date: 25 September 2026

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2026-0130 dated 06 July 2026.

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, A321-232, A321-251N, A321-253N, A321-271N, A321-272N, A321-251NX and A321-271NX 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 (Rev.) 02 or A320-92-1118 Rev. 01, as applicable.

The OIT: Airbus Operators Information Transmission (OIT) OIT 999.0096/26.

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Aeroplane reference date: The date of transfer of title (ownership) which is referenced in Airbus documentation at the time of first delivery to an operator.

Affected part: Any battery retaining rod Part Number (P/N) D9241023700000 manufactured by SUDAERO or unknown supplier, except those for which any of the following conditions apply:

- Has not been originally installed on a battery support assembly with “SA” quality marking, and/or “SA” designation in the supplier P/N whatever the marking shape (see Notes 1, 2 and 3 of this AD)

Note 1: If no quality marking and no supplier P/N designation is found on the battery support assembly, the battery retaining rods of that battery support assembly are considered as affected parts.
Pending the identification of the manufacturer stamp of a battery support assembly, the battery retaining rods of that battery support assembly are considered to be affected parts.

Note 2: The quality marking and designation may have different shapes; all of them are considered affected.

- Has been identified with a label in accordance with the instructions of the SB or of the OIT.

Note 3: After determination that a battery rod P/N D9241023700000 is not an affected part, that battery rod, if not already done, can be reidentified with a label in accordance with the instructions of the SB or the OIT.

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 (GVI) 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, except those which have Airbus modification 162321 embodied.
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 the essential network.

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To address this potential unsafe condition, Airbus issued AOT A92N001-16 (later revised) and EASA issued AD 2016-0204 requiring repetitive 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 (later revised and corrected), retaining the requirements of EASA AD 2016-0204, which was superseded, and requiring replacement of battery retaining rods depending on manufacturer identification. That AD also provided a terminating action for the repetitive inspections.

After that AD was issued, comments were received regarding the identification of the “SA” quality stamp. Consequently, Airbus revised the SBs to clarify the identification and actions to be performed on the battery rod. Accordingly, EASA issued AD 2026-0130, retaining the requirements of EASA AD 2017-0161R1, which was superseded, requiring to accomplish future inspections in accordance with the latest revision of the SB and providing credit for previously performed inspections.

Since that AD was issued, it was determined that the definitions of affected part and Group 1 can exclude certain configurations, and it was determined that the compliance time for paragraphs (5), (6) and (8) can be extended. Further, Airbus issued the OIT providing instructions to relabel parts. Additionally, it was determined that the Airbus models A321-251NX and A321-271NX are also potentially affected by the unsafe condition.

Following the review of several reports received during the consultation of EASA PAD 26-093, it has been determined that the exclusion criteria based on the manufacturing and installation dates, which were anticipated in that PAD, cannot be used for this AD. For this reason, these two criteria have been removed from the final AD.

For the reason described above, this AD retains the requirements of AD 2026-0130, which is superseded, amends the Applicability and Group definitions, extends the compliance time in certain paragraphs and provides relabelling instructions.

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 20 July 2026 [the effective date of EASA AD 2026-0130] and, thereafter, at intervals not to exceed 4 months, accomplish a GVI of each affected part.

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(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 both affected parts of that battery support assembly with serviceable parts in accordance with the instructions of Airbus AOT A92N001-16 or Airbus approved instructions for replacement, as applicable.

One-time Inspection of Battery Support Assemblies

(4) For Group 1 aeroplanes: Within 24 months after 20 July 2026 [the effective date of EASA AD 2026-0130], accomplish a detailed inspection of each battery support assembly to identify its 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, a battery support assembly is found with a quality stamp and/or the supplier P/N designation marked with “SA”; or if that battery support assembly is found without quality stamp and without supplier P/N designation (also see Note 1 of this AD): within 24 months after 20 July 2026 [the effective date of EASA AD 2026-0130], replace both affected parts of that battery support assembly with serviceable parts in accordance with the instructions of the SB or Airbus approved instructions for replacement, as applicable.

(6) If, during the inspection as required by paragraph (4) of this AD, it is determined that at least one between the quality stamp and the supplier part number designation of a battery support assembly is present and is not “SA” (also see Note 1 of this AD), within 24 months after 20 July 2026 [the effective date of EASA AD 2026-0130], for that battery support assembly, identify with a label each battery rod having P/N D9241023700000 in accordance with the instructions of the SB or the OIT. For those battery rods, the repetitive inspection as per paragraphs (1) and (2) of this AD is no longer required.

Note 4: The requirement for identification with a label applies only to rods having P/N D9241023700000. See Appendix 1 of this AD for information about the shape of affected parts.

Terminating Action:

(7) Replacement or identification with a label of each affected part on an aeroplane, 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, within 24 months after 20 July 2026 [the effective date of EASA AD 2026-0130], it is identified with a label in accordance with the instructions of the SB or the OIT.

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Ref. Publications:

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

Airbus SB A320-92-1116 Rev. 02 dated 26 September 2025.

Airbus SB A320-92-1118 Rev. 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.

Airbus OIT 999.0096/26 dated 28 July 2026.

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 31 July 2026 as PAD 26-093 for consultation until 14 August 2026. 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.

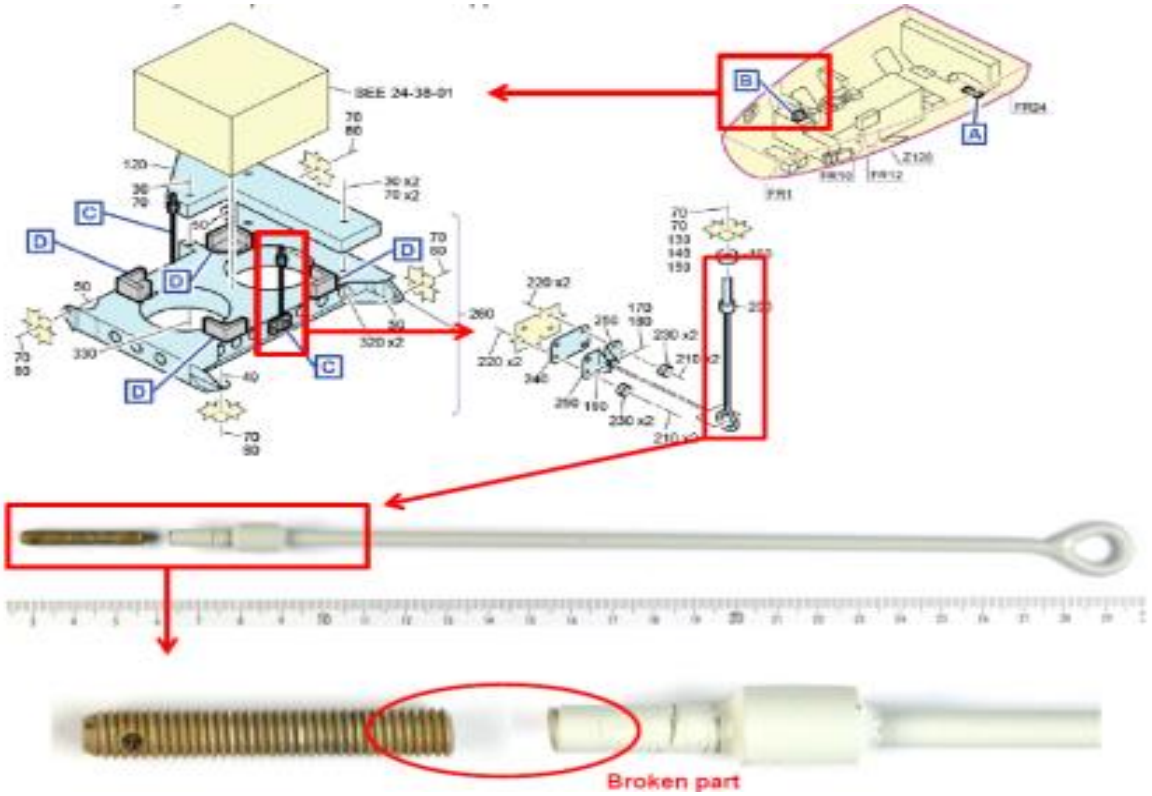
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system. 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.

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Appendix 1

Shape of battery rod P/N D9241023700000



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