



Airworthiness Directive

AD No.: 2017-0161

Issued: 01 September 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A319, A320 and A321 aeroplanes

Effective Date: 15 September 2017

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2016-0204 dated 13 October 2016, including its Correction dated 19 October 2016.

ATA 92 – Electric and Electronic Common Installation – Battery Retaining Rods – Identification / Replacement

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus 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, A320-271N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, manufacturer serial numbers (MSN) as listed in Airbus Service Bulletin (SB) A320-92-1116 or SB A320-92-1118, as applicable.

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 essential network.

To address this potential unsafe condition, Airbus issued Alert Operators Transmission (AOT) A92N001-16 (later revised) and EASA issued AD 2016-0204 requiring repetitive general visual inspections (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, this AD retains the requirements of EASA AD 2016-0204, which is superseded, and requires replacement of battery retaining rods depending on manufacturer identification. This AD also provides a terminating action for the repetitive inspections.

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

Required as indicated, unless accomplished previously:

Restatement of the requirements of EASA AD 2016-0204:

Inspection(s):

- (1) Within 4 months after 27 October 2016 [the effective date of EASA AD 2016-0204], and, thereafter, at intervals not to exceed 4 months, accomplish a GVI of each battery rod Part Number (P/N) D9241023700000 in accordance with the instructions of Airbus AOT A92N001-16.
- (2) In addition to the inspections required by paragraph (1) of this AD, after a hard landing, or flight in severe turbulence, before next flight, accomplish a GVI of each battery rod P/N D9241023700000 in accordance with the instructions of Airbus AOT A92N001-16.

Corrective Action(s):

- (3) If, during any GVI as required by paragraph (1) or (2) of this AD, as applicable, any rod is found broken, before next flight, replace each affected rod with a serviceable part in accordance with the instructions of Airbus AOT A92N001-16.

New requirements of this AD:

Note 1: For the purpose of this AD, a serviceable rod is a rod that is identified by SB label or a rod that was not previously fitted on a battery support assembly with a quality stamp containing an "SA" manufacturer identification.

Note 2: Airbus SB A320-92-1116 or SB A320-92-1118, as applicable, are hereafter referred to as "the applicable SB" in this AD.



Identification of Affected Parts:

- (4) Within 24 months after the effective date of this AD, accomplish a detailed inspection of the battery retaining rods to identify the rod manufacturer in accordance with the instructions of the applicable SB.

Replacement of Affected Parts:

- (5) If, during the inspection as required by paragraph (4) of this AD, the quality stamp on the battery support assembly is found marked with an "SA" manufacturer identification, before next flight, replace the battery retaining rods with serviceable rods (see Note 1 of this AD) in accordance with the instructions of the applicable SB.
- (6) If, during the inspection as required by paragraph (4) of this AD, no marking is found on the quality stamp of the battery support assembly, add the applicable SB label on each rod (replacement of the battery retaining rods is not required).
- (7) From the effective date of this AD, installation of a battery retaining rod on an aeroplane is allowed, provided the rod is marked as a serviceable part (see Note 1 of this AD).

Terminating Action:

- (8) Replacement on an aeroplane of all battery retaining rods marked "SA" with a serviceable rod (see Note 1 of this AD), as required by paragraph (5) of this AD, or applying an SB label on each rod, as required by paragraph (6) of this AD, as applicable, constitutes terminating action for the repetitive inspections required by paragraph (1) and (2) of this AD for that aeroplane.

Ref. Publications:

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

Airbus SB A320-92-1116 original issue, dated 31 January 2017.

Airbus SB A320-92-1118 original issue, dated 31 January 2017.

The use of later approved revisions of these 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 08 June 2017 as PAD 17-070 for consultation 06 July 2017. 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. 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;
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REVISED

