



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 19-007

**Issued:** 14 January 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AIRBUS

**Type/Model designation(s):**

A320 and A321 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 92 – Electric and Electronic Common Installation – Electrical Harness – Inspection / Repair / Modification

#### Manufacturer(s):

Airbus, formerly Airbus Industrie

#### Applicability:

Airbus A320-251N, A320-271N and A321-253N aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 159981 has been embodied in production, and those on which Airbus mod 159975 and mod 159999 have been embodied in production.

#### Definitions:

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

**The AOT:** Airbus Alert Operators Transmission (AOT) A92N002-17 Revision 03.

**The modification SB:** Airbus Service Bulletin (SB) A320-29-1176.

#### Reason:

Low clearance between electrical harness and nearby hydraulic pipes has been detected in the inboard trailing edge of some aeroplanes.



This condition, if not detected and corrected, could lead to chafing of electrical harnesses on hydraulic pipes, eventually creating an ignition source in the flammable fluid leakage zone area, possibly resulting in fire or an explosion and loss of the aeroplane.

To address this potential unsafe condition, Airbus issued the AOT, providing instructions to accomplish a detailed inspection (DET) for clearance and damage, and published the modification SB, providing instructions to modify the electrical harness routing, increasing the clearance between electrical harness and hydraulic pipes.

For the reasons described above, this AD requires repetitive DET of the electrical harness and modification of the aeroplane.

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

Required as indicated, unless accomplished previously:

#### **Inspection(s):**

- (1) Before exceeding 2 000 flight hours (FH) since aeroplane first flight, or within 300 FH after the effective date of this AD, whichever occurs later, and thereafter, at intervals not exceeding 2 000 FH, accomplish a DET in accordance with the instructions of the AOT.

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

- (2) If, during any DET as required by paragraph (1) of this AD, any discrepancy is detected, as identified in the AOT, before next flight accomplish the applicable corrective action(s) in accordance with the instructions of the AOT.

#### **Credit:**

- (3) Inspection(s) and corrective action(s) accomplished on an aeroplane before the effective date of this AD, in accordance with the instructions of Airbus AOT A92N002-17 at original issue, or Revision 01, or Revision 02, as applicable, are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD for that aeroplane.

#### **Modification:**

- (4) Within 24 months after the effective date of this AD, modify the aeroplane in accordance with the instructions of the modification SB.

#### **Terminating Action:**

- (5) Accomplishment of corrective actions on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive DET as required by paragraph (1) of this AD for that aeroplane.
- (6) Modification of an aeroplane, as required by paragraph (4) of this AD, constitutes terminating action for the repetitive DET as required by paragraph (1) of this AD for that aeroplane.

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

Airbus AOT A92N002-17 original issue dated 22 May 2017, or Revision 01 dated 21 June 2017, or Revision 02 dated 17 January 2018, or Revision 03 dated 22 February 2018.



Airbus SB A320-29-1176 original issue dated 14 March 2017, or Revision 01 dated 06 June 2018.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. This Proposed AD will be closed for consultation on 11 February 2019.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, 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).

