



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 19-037

**Issued:** 08 March 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):**

A319 and A320 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 Wiring – Modification

### Manufacturer(s):

Airbus, formerly Airbus Industrie

### Applicability:

Airbus A319-112, A319-115, A319-132, A320-214, A320-216, A320-232 and A320-233 aeroplanes, all manufacturer serial numbers, as listed in Airbus Service Bulletin (SB) A320-92-1127.

### Definitions:

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

**The SB:** Airbus SB A320-92-1127.

### Reason:

During installation process, a possible interference was identified between 1M and 2M wiring harnesses and the tapping units. It was determined that the root cause for this interference was caused by a modified optional tapping unit design, reducing the clearance between the wire harnesses and the tapping unit. Further investigation determined that interference could potentially occur on the lavatory smoke detection system and/or on the passenger oxygen system.



This condition, if not corrected, could lead to loss of the lavatory smoke detection and/or the passenger oxygen system commands, thus preventing the delivery of passenger oxygen during an emergency and possibly resulting in injury to aeroplane occupants.

To address this potential unsafe condition, Airbus issued the SB to identify the affected population and to provide instructions for re-routing of the 1M and 2M harnesses .

For the reason described above, this AD requires modification of the 1M and 2M harness routing.

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

Required as indicated, unless accomplished previously:

**Modification:**

Within 60 months or 8 500 flight hours, whichever occurs first after the effective date of this AD, modify the 1M and 2M harness routing in accordance with the instructions of the SB.

**Ref. Publications:**

Airbus SB A320-92-1127 original issue dated 27 March 2018.

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

**Remarks:**

1. This Proposed AD will be closed for consultation 05 April 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).

