



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-172

Issued: 16 September 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):

A318, A319, 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 26 – Fire Protection – Cargo Compartment Fire Extinguishing Pipes – Inspection / Modification

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

A320-214, A320-216, A320-231, A320-232, A320-233, A320-251N and A320-271N aeroplanes, all manufacturer serial numbers.

Definitions:

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

The applicable SB: Airbus Service Bulletin (SB) A320-26-1107 Revision (rev) 03, SB A320-26-1109 rev 01 or SB A320-26-1110 rev 01, as applicable.

Groups: Group 1 are aeroplanes on which any Airbus SB at the revision as listed in Table 1 of this AD has been embodied in service.

Group 2 aeroplanes are those which are not Group 1.



Table 1: Affected Installation

Airbus SB
A320-26-1082 rev 7
A320-26-1099 rev 1
A320-26-1107 rev 1 and rev 2
A320-26-1109 original issue
A320-26-1110 original issue

Reason:

Following the installation of a second cargo fire extinguishing bottle, insufficient clearance between the cargo fire extinguishing pipes has been reported.

This condition, if not detected and corrected, could lead to wear/chafing of the cargo fire extinguishing pipes, possibly resulting in reduced fire extinguishing capability in case of fire in a cargo compartment.

To address this potential unsafe condition, Airbus revised the instructions of the SBs installing a second cargo fire extinguishing bottle. Airbus also determined which aeroplanes embodied the second cargo fire extinguishing bottle modification, and provided instructions to inspect and, depending on findings, to modify the installation of the fire extinguisher pipes to ensure sufficient clearance.

For the reasons described above, this AD requires a one-time inspection for clearance and, depending on findings, installation of spacers between cargo fire extinguishing pipes. This AD also prohibits further installation of a second cargo fire extinguishing bottle, unless in accordance with updated (revised Airbus SB) instructions.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Group 1 aeroplanes: Within 8 months after the effective date of this AD, inspect the cargo fire extinguishing pipes installation in accordance with the instructions for additional work of the applicable SB, or contact Airbus for approved inspection instructions and accomplish those instructions accordingly.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, insufficient clearance, as identified in the applicable SB, is found on an aeroplane, before next flight, modify that aeroplane in accordance with the instructions of the applicable SB.

Modification Prohibition:

- (3) Group 2 aeroplanes: From the effective date of this AD, do not modify any aeroplane in accordance with the instructions of any SB at the revision as listed in Table 1 of this AD.



Ref. Publications:

Airbus A320-26-1107 Revision 03 dated 19 June 2019.

Airbus A320-26-1109 Revision 01 dated 06 March 2019.

Airbus A320-26-1110 Revision 01 dated 06 March 2019.

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 14 October 2019.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: 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.

