



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 22-098

**Issued:** 22 July 2022

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 S.A.S.

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

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 28 – Fuel – Engine Low Pressure Shut Off Valve Electrical Harness Routing – Modification

**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A319-151N, A319-153N, A319-171N, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-271N, A321-271NX, A321-272N and A321-272NX aeroplanes, all manufacturer serial numbers (MSN), except those on which Airbus modification (mod) 167036 has been embodied in production.

**Definitions:**

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

**The SB:** Airbus Service Bulletin (SB) A320-92-1145 (for MSN with CFM International LEAP-1A series engines) and SB A320-92-1144 (for MSN with International Aero Engines PW1100 series engines), as applicable.



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

**Reason:**

During a safety review of the aeroplane fuel system, it was identified that the electrical harness routing of the engine low pressure shut off valve (LPSOV) is not adequately protected against Uncontained Engine Rotor Failure (UERF).

This condition, if not corrected, could lead to potential loss of engine fuel isolation capability in case of UERF, possibly resulting in an uncontrolled fire.

To address this potential unsafe condition, Airbus developed mod 167036, embodied on the production line, and issued the SB to provide in-service modification instructions.

For the reasons described above, this AD requires modification of the LPSOV electrical harness routing on either the left-hand engine (LEAP-1A series engines installed) or the right-hand engine (PW1100 series engines installed), as applicable.

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

Required as indicated, unless accomplished previously:

**Modification(s):**

Before exceeding 7 years since aeroplane date of manufacture, modify the routing of the LPSOV electrical harness in accordance with the instructions of the SB.

**Ref. Publications:**

Airbus SB A320-92-1144 original issue dated 04 March 2022.

Airbus SB A320-92-1145 original issue dated 17 May 2022.

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 19 August 2022.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.



4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – 1IASA; E-mail: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com).

