 <b>Direction générale de l'aviation civile France</b>  <b>GSAC publication</b>	<b>AIRWORTHINESS DIRECTIVE</b>  <b>No F-2004-121 R1</b>		Distribution:  <b>B</b>	Issue date:  <b>October 13, 2004</b>	Page :  <b>1/2</b>
	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.			<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
<p style="text-align: center;"><b>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.</b></p>					
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>			Airworthiness Directive(s) replaced: <b>F-2004-121 original issue</b>		
Person in charge of airworthiness: <b>AIRBUS SAS</b>			Type(s): <b>A319, A320 and A321 aircraft</b>		
Type certificate(s) No. <b>180</b> TCDS No <b>180</b>					
ATA chapter:  <b>33</b>		Subject: <b>Lights - Emergency escape path marking - BRUCE FPEEPMS</b>			

### 1. EFFECTIVITY:

AIRBUS A319, A320 and A321 aircraft, all certified models and serial numbers, that are equipped with Emergency Power Supply Units (EPSU) of the Floor Proximity Emergency Escape Path Marking System (FPEEPMS) BRUCE Part Number (PN) 100865.

**Note:** No action is required, by revision 1 of this AD, for aircraft having DIEHL EPSU PN 3214-51, 3214-52, 3214-54 or 3214-55 and no BRUCE EPSU PN 100865.

### 2. REASONS:

The existing system architecture of the BRUCE (FPEEPMS) does not comply with the requirements of the JAR/FAR 25.812 (l)(1) since none of the connected FPEEPMS including the Exit identifiers will illuminate in the event of a crash leading to a vertical separation of the fuselage forward door number 1.

To establish the compliance with the requirements, this Airworthiness Directive (AD) mandates the removal of BRUCE EPSU and the modification of DIEHL EPSU to drive the FPEEPMS.

Revision 1 of this AD aims at limiting the effectivity to aircraft equipped with BRUCE EPSU PN 100865 of the FPEEPMS.


### 3. MANDATORY ACTIONS AND COMPLIANCE TIME:

**3.1.** For aircraft equipped with DIEHL EPSU PN 3214-51, 3214-52, 3214-54 or 3214-55:

Before December 31, 2005, unless already accomplished:

- remove BRUCE EPSU PN 100865,
- remove DIEHL EPSU PN 3214-51, 3214-52, 3214-54 or 3214-55,
- install improved DIEHL EPSU PN 3214-54-10 or 3214-55-10,
- and modify the wiring,

in accordance with the instructions of AIRBUS Service Bulletin (SB) A320-33-1041.

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**3.2.** For aircraft equipped with DIEHL EPSU PN 3214-54-10 or 3214-55-10:

Before December 31, 2005, unless already accomplished:

- remove BRUCE EPSU PN 100865,
- and modify the wiring,

in accordance with the instructions of SB A320-33-1041.

**4. REFERENCE PUBLICATION:**

AIRBUS Service Bulletin A320-33-1041  
(Any further approved revision of this document is acceptable).

**5. EFFECTIVE DATES:**

**Original issue** : July 31, 2004  
**Revision 1** : October 23, 2004.

**6. REMARK:**

For questions concerning the technical contents of this AD's requirements, contact:

AIRBUS SAS - Fax : 33 5 61 93 44 51.

**7. APPROVAL:**

This AD Revision is approved under EASA reference No 2004-10126 dated October 05, 2004.