	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2004-019</b>	Distribution: <b>B</b>	Issue date: <b>February 04, 2004</b>	Page : <b>1/2</b>
	Direction générale de l'aviation civile France  GSAC publication	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number.          In case of difficulty, reference should be made to the French issue.</i>
<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>				
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>None</b>		
Person in charge of airworthiness: <b>AIRBUS</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>49</b>	Subject: <b>Auxiliary Power Unit (APU) - HAMILTON SUNDSTRAND AC generator</b>			

### 1. EFFECTIVITY:

AIRBUS A319, A320 and A321 aircraft, all certified models, all serial numbers, equipped with HAMILTON SUNDSTRAND APU AC generator PN 5906732, 5909006 or 5910047 with amendment up to 17 included.

**Note:** No action is requested by this Airworthiness Directive (AD) for aircraft that have received AIRBUS Modification 32614 in production or AIRBUS Service Bulletin (SB) A320-24-1106 in service and on which no generator has been replaced.

### 2. REASONS:

One operator reported a blast in the APU compartment during passengers disembarking, that blew open the APU compartment doors. The aircraft tail cone structure and the left elevator surface had been damaged.


Analyses revealed, that due to vibrations in APU AC generators, the electrical receptacle retaining bolts loosened, leading to oil vapor leakage.

This leakage associated with an electrical arc at the level of the electrical receptacle is at the origin of the blast.

During flight, such event could lead to the loss of the APU doors in flight and could cause damage to the aircraft, and/or hazard to persons or property on the ground.

### 3. MANDATORY ACTION AND COMPLIANCE TIME:

Before October 30, 2005, unless already accomplished, replace all 4 bolts that retain the electrical receptacle of the APU AC generator by bolts PN 5910191-30 with tie wire locked according the instruction given in SB A320-24-1106.

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2004-019</b>	Distribution: <b>B</b>	Issue date: <b>February 04, 2004</b>	Page: <b>2/2</b>
---	--	---------------------------	---	---------------------

4. **REFERENCE PUBLICATION:**

Service Bulletin AIRBUS A320-24-1106  
(Any later approved revision of this SB is acceptable).

5. **EFFECTIVE DATE:**

February 14, 2004.

6. **REMARK:**

For questions concerning the technical contents of this AD's requirements, contact:  
AIRBUS - Paul CHAINE - Fax 33 5 61 93 44 51

7. **APPROVAL:**

This AD is approved under EASA reference No 2004-753 dated January 28, 2004.