


EASA	AIRWORTHINESS DIRECTIVE
	<p><b>AD No.: 2006 - 0280</b></p> <p><b>Date: 12 September 2006</b></p>
<p>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.</p>	
<p><b>Type Approval Holder's Name :</b> AIRBUS</p>	<p><b>Type/Model designation(s) :</b> A319, A320 and A321 aircraft</p>
<p>TCDS Number : EASA.A.064</p>	
<p>Foreign AD : None</p>	
<p>Supersedure : DGAC F-2004-074, EASA approval No. 2004-5337</p>	
<p><b>ATA 24, 72</b></p>	<p><b>Electrical Power, Engine – Integrated Drive Generator connector on IAE V2500 engine – Operational Procedure</b></p>
<p>Manufacturer:</p>	<p>AIRBUS (formerly AIRBUS INDUSTRIE)</p>
<p>Applicability:</p>	<p>AIRBUS models :</p> <ul style="list-style-type: none"> <li>- A319-131, -132, -133</li> <li>- A320 -232, -233</li> <li>- A321-131, -231, -232</li> </ul> <p>all serial numbers fitted with V2500-A5 engine serial number (SN) between V10652 and V10989,</p> <p>except aircraft that have received :</p> <ul style="list-style-type: none"> <li>- AIRBUS modifications (mod) 34982 or 32943 in production or,</li> <li>- Service Bulletin (SB) A320-71-1030 or SB A320-71-1034 in service.</li> </ul>
<p>Reason:</p>	<p>In service experience has shown a number of events of pin to socket arcing at the Integrated Drive Generator (IDG) feeder cable pylon/nacelle interface connector. The fretting corrosion phenomenon was identified to be the root cause of the pin to socket arcing.</p> <p>Investigation has identified a non-optimised electrical harness installation as a contributing factor to this phenomenon that could lead to electrical arcs</p>

	<p>with possible electrical flickering.</p> <p>These incidents may cause the following symptoms during flight:</p> <ul style="list-style-type: none"> <li>• Intermittent flickering of display units (primary flight display, navigation display, electronic centralized aircraft monitoring (ECAM) and/or multipurpose control display unit (MCDU))</li> <li>• Transient disconnection of several systems (auto pilot, yaw damper, auto throttle), triggering of aircraft system warnings and/or flags.</li> <li>• Loss of IDG power supply on the affected engine</li> <li>• Flickering of cabin lights</li> </ul> <p>The Aircraft Flight Manual Temporary Revision (AFM TR) 4.02.00/20 was issued as a procedure to be applied in such case.</p> <p>Consequently, the Airworthiness Directive F-2004-074 was issued to render mandatory the limitations introduced by AFM TR 4.02.00/20.</p> <p>This AD supersedes AD F-2004-074, and is issued to mention mod 34982 and 32943, SB A320-71-1030 and SB A320-71-1034, and the batch of engines SN affected, in order to reduce the applicability.</p> <p>For aircraft already compliant with AD F-2004-074 no further action is required by this AD.</p>
<p>Effective Date:</p>	<p>26 September 2006</p>
<p>Compliance:</p>	<p>From June 05, 2004 (effective date of AD 2004-074), the following operational procedure is applicable for all flights :</p> <p><b><i>“INTERMITTENT ELECTRICAL POWER SUPPLY</i></b></p> <p><i>If Sustained flickering of PFD, ND ECAM, MCDU and/or</i>  <i>If Warnings and/or Flags affecting ADR, AP, ELEC data are observed :</i>  <i>IDG Feeder pin/socket arcing can be suspected and then, the following procedures have to be applied :</i></p> <div style="border: 1px solid black; padding: 10px; margin-top: 10px;"> <p><b>CAUTION</b></p> <p>– <i>In case of dispatch with TR2 failure (MMEL 24-30-01) : If flickering is suspected (spurious flickering of display units) switch AC ESS FEED to NORM, to set the normal electrical configuration, before the application of the following procedures.</i></p> <p>– <i>In case of dispatch with EIS DMC switching to FO/3 following DMC2 failure (MMEL 31-63-02), occurrences may involve all DU's if IDG1 affected. In such a case, switch GEN1 OFF.</i></p> </div>

- *If occurrences involve one, or a combination, of the following equipment:*

DMC1,  
 ECAM upper DU,  
 PFD1,  
 ND1,  
 MCDU1,  
 ADR1  
 GEN1 ..... OFF

*Keep GEN1 OFF for the rest of the flight.*

*APU may be started (See APU in 4.03.00) and APU GEN if available may be used.*

- *If occurrences involve one, or a combination, of the following equipment:*

DMC2,  
 ECAM lower DU,  
 PFD2,  
 ND2,  
 MCDU2,  
 ADR2  
 GEN2 ..... OFF

*Keep GEN2 OFF for the rest of the flight.*

*APU may be started (See APU in 4.03.00) and APU GEN if available may be used.”*

**Note :**

Incorporation of AFM TR 4.02.00/20 or a copy of this AD in the Aircraft Operations Manual and strict adherence to this procedure by the crew allow complying with this AD.

The embodiment of the SB A320-71-1030 or SB A320-71-1034 renders void the requirements of this AD.

Ref. Publications:

AIRBUS SB A320-71-1030 original issue

	<p>AIRBUS SB A320-71-1034 original issue or later approved revisions.</p> <p>AIRBUS AFM TR 4.02.00/20</p>
Remarks :	<ol style="list-style-type: none"><li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</li><li>2. This AD was posted as PAD 06-193 for consultation on 20 July 2006 with a comment period until 21 August 2006. No comments were raised during the consultation period.</li><li>3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li><li>4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS - Fax +33 5 61 93 44 51</li></ol>