


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2013-0129</b></p> <p><b>Date: 21 June 2013</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
<b>Design Approval Holder's Name:</b> AIRBUS	<b>Type/Model designation(s):</b> A318, A319, A320 and A321 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2012-0214 dated 18 October 2012.
<b>ATA 49</b>	<b>Airborne Auxiliary Power – Auxiliary Power Unit Exhaust Tailpipe – Modification</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers.
Reason:	<p>Until 2002, several cases had been reported of in-flight loss of an exhaust tailpipe from an APIC APS3200 Auxiliary Power Unit (APU), Part Number (P/N) 4500001, installed on A320 family aeroplanes. None of these occurrences resulted in any damage, either to the aeroplane, or to the area around the APU. Further analysis showed that cracks in the tailpipe inner liner were the cause of detachment of the part. The affected APU's have a lightweight tailpipe installed, either during APU manufacture, or through in-service modification of the APU.</p> <p>This condition, if not corrected, could lead to more cases of in-flight loss of the exhaust tailpipe, possibly resulting in injury to persons on the ground.</p> <p>To address this unsafe condition, DGAC France issued AD F-2002-456 (later revised) to require modification of the exhaust tailpipes of the affected APIC APS3200 P/N 4500001 APU's to all A320 family except A318 aeroplanes. After that AD was issued, an event has occurred on A318 where an affected APU was installed.</p> <p>Prompted by this finding, EASA issued AD 2012-0214, which retained the requirements of DGAC France AD 2002-456(B)R1, which was superseded, and</p>

	<p>expanded the applicability to include A318 aeroplanes.</p> <p>Since that AD was issued, it was found that certain P/N 4500001A APU's are also (or could be) affected by this unsafe condition.</p> <p>For the reason described above, this AD retains the requirements of EASA AD 2012-0214, which is superseded, to include references to, and provide clarification of, the affected APU P/N's and serial numbers.</p>			
Effective Date:	05 July 2013			
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For aeroplanes with an APIC APU installed, having a P/N and a serial number (s/n) as defined in Table 1 of this AD, within 6 months after the effective date of this AD, replace or modify the APU exhaust tailpipe, as applicable, in accordance with the instructions of Airbus Service Bulletin (SB) A320-49-1057 Revision 01.</p> <p style="text-align: center;">Table 1 – Affected APUs</p> <table><tr><td><b>APIC APU P/N 4500001 and P/N 4500001A</b></td></tr><tr><td>s/n 1065 through 1451 inclusive</td></tr><tr><td>Any s/n below 1065, if modified in accordance with the instructions of APIC SB 4500001-49-13 original issue or Revision 01.</td></tr></table> <p>(2) Aeroplanes on which Airbus modification 28155 and/or 35864 has been embodied in production are not affected by the requirements of paragraph (1) of this AD, provided that, since aeroplane first flight, no APIC APU with a P/N and a s/n as listed in Table 1 of this AD has been installed.</p> <p>(3) Modification of an aeroplane, before the effective date of this AD, in accordance with the instructions of Airbus SB A320-49-1057 at original issue, is acceptable to comply with the requirements of paragraph (1) of this AD, provided that, since modification of that aeroplane, no APIC APU with a P/N and a s/n as listed in Table 1 of this AD has been installed.</p> <p>(4) Replacement of an affected APU with an APIC APU P/N 4500001B or P/N 4500001C, or any other APU, in accordance with Airbus approved aircraft modification instructions, is considered as an acceptable alternative method of compliance to the requirements of paragraph (1) of this AD.</p> <p>(5) After the effective date of this AD, it is allowed to install an affected APIC APU (having a P/N and a s/n as listed in Table 1 of this AD) on an aeroplane, provided that the APU has been modified in accordance with the instructions of Airbus SB A320-49-1057 (any revision), or in accordance with the instructions of APIC SB 4500001-49-72 Revision 01, or APIC SB 4500001-49-13 Revision 02, or APIC SB 4500001-49-100 original issue, or Revision 01.</p>	<b>APIC APU P/N 4500001 and P/N 4500001A</b>	s/n 1065 through 1451 inclusive	Any s/n below 1065, if modified in accordance with the instructions of APIC SB 4500001-49-13 original issue or Revision 01.
<b>APIC APU P/N 4500001 and P/N 4500001A</b>				
s/n 1065 through 1451 inclusive				
Any s/n below 1065, if modified in accordance with the instructions of APIC SB 4500001-49-13 original issue or Revision 01.				
Ref. Publications:	<p>Airbus SB A320-49-1057 Original issue dated 02 June 1999, or Revision 01 dated 28 March 2003.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>APIC SB 4500001-49-72 Revision 01 dated 20 November 1998.</p> <p>APIC SB 4500001-49-13 Original Issue dated 24 March 1995, or Revision 01 dated 21 June 1996, or Revision 02 dated 20 November 1998.</p> <p>APIC SB 4500001-49-100 original issue dated 12 May 1999, or Revision 01 dated 24 November 1999.</p>			

Remarks:	<ol style="list-style-type: none"><li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li><li>2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.</li><li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 - Airworthiness Office - EIAS, Fax +33 5 61 93 44 51, E-mail: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</li></ol>
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