


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>	
	<b>PAD No.: 12-095</b>  <b>Date: 30 July 2012</b>  Note: This Proposed Airworthiness Directive (PAD) 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.	
	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 closing date indicated.	
<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 DGAC France AD 2002-456(B)R1 dated 28 May 2003.
<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 2002-456 (later revised) to require modification of the exhaust tailpipes of the affected APIC APS3200 P/N 4500001 APU's. After that AD was issued, at least one A318 aeroplane has been identified where an affected APU was installed.</p> <p>For the reasons described above, this AD retains the requirements of DGAC France AD 2002-456(B)R1, which is superseded, and expands the applicability to A318 aeroplanes.</p>
Effective Date:		[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 6 months after the effective date of this AD, for aeroplanes with an APIC APU installed as listed in Table 1 of this AD, modify the exhaust tailpipe in accordance with the instructions of Airbus Service Bulletin (SB) A320-49-1057 Revision 01.</p> <p style="text-align: center;">Table 1</p> <table><tr><td><b>APIC APU P/N 4500001</b></td></tr><tr><td>Serial number (s/n) 1065 through 1451 inclusive</td></tr><tr><td>Any other s/n, if modified in accordance with the instructions of APIC SB 4500001-49-13 (any revision)</td></tr></table> <p>(2) Aeroplanes on which Airbus modification 28155 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 as listed in Table 1 of this AD has been installed.</p> <p>(3) Modification of an aeroplane, prior to the effective date of this AD, in accordance with the instructions of Airbus SB A320-49-1057 at original issue, is considered acceptable for compliance with the requirements of paragraph (1) of this AD, provided that, since modification of that aeroplane, no APIC APU as listed in Table 1 of this AD has been installed.</p> <p>(4) From the effective date of this AD, do not install on any aeroplane an APIC APU as listed in Table 1, unless it 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.</p>	<b>APIC APU P/N 4500001</b>	Serial number (s/n) 1065 through 1451 inclusive	Any other s/n, if modified in accordance with the instructions of APIC SB 4500001-49-13 (any revision)
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Ref. Publications:	<p>Airbus SB A320-49-1057 Original issue dated 02 June 1999, or Revision 01 dated 28 March 2003.</p> <p>APIC SB 4500001-49-72 Original issue dated 13 February 1998, or Revision 01 dated 20 November 1998.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>			
Remarks :	<p>1. This Proposed AD will be closed for consultation on 27 August 2012.</p> <p>2. Enquiries regarding this PAD 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>.</p> <p>3. For any question concerning the technical content of the requirements in this PAD, 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>.</p>			