



## Airworthiness Directive

**AD No.:** 2019-0035R1

**Issued:** 14 October 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A320 and A321 aeroplanes

**Effective Date:** Revision 1: 21 October 2019  
Original issue: 01 March 2019

**TCDS Number(s):** EASA.A.064

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2019-0035 dated 15 February 2019.

## ATA 92 – Electric and Electronic Common Installation – Electrical Harness – Inspection / Repair / Modification

### Manufacturer(s):

Airbus, formerly Airbus Industrie

### Applicability:

Airbus A320-251N, A320-271N and A321-253N aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 159981 has been embodied in production, and those on which Airbus mod 159975 and mod 159999 have been embodied in production.

### Definitions:

For the purpose of this AD, the following definitions apply:

**The AOT:** Airbus Alert Operators Transmission (AOT) A92N002-17 Revision 03.

**The modification SB:** Airbus Service Bulletin (SB) A320-29-1176.

**Groups:** Group 1 aeroplanes are those on which Airbus mod 159299 or mod 159303 has been embodied in production, or Airbus SB A320-29-1171 or SB A320-29-1172 has been embodied in service.



Group 2 aeroplanes are those on which Airbus mod 159299, mod 159303, SB A320-29-1171 and SB A320-29-1172 have not been embodied. On the effective date of this AD, MSN 6744, 6799, 6819 and 6860 are known to be Group 2.

**Reason:**

Insufficient clearance was detected between the electrical harness and nearby hydraulic pipes in the inboard trailing edge of some aeroplanes. This could lead to chafing of the electrical harness on hydraulic pipes.

This condition, if not detected and corrected, could create an ignition source in the flammable fluid leakage zone area, possibly resulting in fire or an explosion and consequent loss of the aeroplane.

To address this potential unsafe condition, Airbus issued the AOT, providing instructions to accomplish a detailed inspection (DET) for clearance and damage, and published the modification SB, providing instructions to modify the electrical harness routing, increasing the clearance between electrical harness and hydraulic pipes. Consequently, EASA issued AD 2019-0035, requiring repetitive DET of the electrical harness and hydraulic pipes, and modification of the aeroplane.

Since that AD was issued, it has been determined that only aeroplanes on which a new damper for the yellow main hydraulic system is installed in the right-hand wing (introduced with Airbus mod 159299 or SB A320-29-1171) and/or a new damper bulkhead fitting for the green hydraulic system is installed in the left-hand wing (introduced with Airbus mod 159303 or SB A320-29-1172) can be affected by the unsafe condition. This AD is revised accordingly, clarifying that for Group 2 aeroplanes, accomplishment of the modification SB is only required if either Airbus SB A320-29-1171 or SB A320-29-1172 has been embodied in service.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) For Group 1 aeroplanes: Before exceeding 2 000 flight hours (FH) since aeroplane first flight, or within 300 FH after 01 March 2019 [the effective date of the original issue of this AD], whichever occurs later, and, thereafter, at intervals not exceeding 2 000 FH, accomplish a DET in accordance with the instructions of the AOT.

**Corrective Action(s):**

- (2) If, during any DET as required by paragraph (1) of this AD, any discrepancy is detected, as identified in the AOT, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the AOT.

**Credit:**

- (3) Inspection(s) and corrective action(s) accomplished on an aeroplane before 01 March 2019 [the effective date of the original issue of this AD], in accordance with the instructions of Airbus AOT A92N002-17 at original issue, or Revision 01, or Revision 02, as applicable, are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD for that aeroplane.



**Modification:**

- (4) For Group 1 aeroplanes: Within 24 months after 01 March 2019 [the effective date of the original issue of this AD], modify the aeroplane in accordance with the instructions of the modification SB.

**Terminating Action:**

- (5) Accomplishment of corrective actions on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive DET as required by paragraph (1) of this AD for that aeroplane.
- (6) Modification of an aeroplane, as required by paragraph (4) of this AD, constitutes terminating action for the repetitive DET as required by paragraph (1) of this AD for that aeroplane.

**Conditional Modification:**

- (7) For Group 2 aeroplanes: From the effective date of this AD, it is allowed to modify an aeroplane in accordance with the instructions of Airbus SB A320-29-1171 or SB A320-29-1172, provided that concurrently with that modification, that aeroplane is also modified in accordance with the instructions of the modification SB.

**Ref. Publications:**

Airbus AOT A92N002-17 original issue dated 22 May 2017, or Revision 01 dated 21 June 2017, or Revision 02 dated 17 January 2018, or Revision 03 dated 22 February 2018.

Airbus SB A320-29-1176 original issue dated 14 March 2017, or Revision 01 dated 06 June 2018.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The original issue of this AD was posted on 14 January 2019 as PAD 19-007 for consultation until 11 February 2019. The Comment Response Documents can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. 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: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com).

