


| <b>EASA</b>  | <b>AIRWORTHINESS DIRECTIVE</b>  |  |
|--|---|--|
|   | <p><b>AD No.: 2014-0198</b></p> <p><b>Date: 05 September 2014</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>  |  |
| <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].</p> |   |  |
| <p><b>Design Approval Holder's Name:</b><br/>AIRBUS</p>  | <p><b>Type/Model designation(s):</b><br/>A320 aeroplanes</p>  |  |
| <p>TCDS Number:</p>  | <p>EASA.A.064</p>   |  |
| <p>Foreign AD:</p>   | <p>Not applicable</p>   |  |
| <p>Supersedure:</p>  | <p>This AD supersedes EASA AD 2008-0051R1 dated 14 April 2010.</p>  |  |
| <p><b>ATA 24, 92</b></p>   | <p><b>Electrical Power – Wing Trailing Edge Wiring Harness – Modification</b></p>   |  |
| <p>Manufacturer(s):</p>  | <p>Airbus (formerly Airbus Industrie)</p>   |  |
| <p>Applicability:</p>  | <p>Airbus A320-211, A320-212 and A320-231 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 22626 has been embodied in production.</p>   |  |
| <p>Reason:</p>   | <p>Prompted by an accident of a Boeing 747-131 (flight TWA800), the FAA published Special Federal Aviation Regulation (SFAR) 88, and the Joint Aviation Authorities (JAA) published Interim Policy INT/POL/25/12.</p> <p>Prompted by that regulation, the results of an Airbus review of the A320 type design identified, on certain aeroplanes, a possible ignition source in fuel tank vapour space(s). That condition, if not corrected, could result in a fuel tank explosion and consequent loss of the aeroplane.</p> <p>It was, therefore, decided to modify the cable routes of the wing trailing edge, aft of the rear spar and wing tip of those aeroplanes, to be applied in service in accordance with the instructions of Airbus Service Bulletin (SB) A320-24-1062 Revision 05. Following that decision, DGAC France issued AD F-2004-173 (EASA approval number 2004-10570) to require that modification.</p> <p>After that AD was issued, it was found that additional work, introduced by Airbus SB A320-24-1062 Revision 05, was not included as part of the normal accomplishment instructions, which meant that the additional work might not be accomplished. Consequently, EASA issued AD 2008-0051, retaining the requirements of DGAC France AD F-2004-173, which was superseded, and required the accomplishment of the additional work in accordance with the instructions of Airbus SB A320-24-1062 Revision 06. EASA AD 2008-0051 was revised to reduce the Applicability and to add a clarification to paragraph (2).</p> |  |

|  |   |
|--|---|
|  | <p>After EASA AD 2008-0051R1 was issued, some operators reported wire chafing in the left hand wing trailing edge. Investigation established that the wire chafing, initiated at raceway gaps, was either due to maintenance action(s), or to structure vibrations.</p> <p>Prompted by these findings, Airbus developed two modifications to prevent any further wire chafing by introducing an additional protection at raceway gaps and a new cable standard in the trailing edges of both wings. Airbus published SB A320-92-1049 and SB A320-92-1052 to make these modifications available for in-service application. At the time of incorporation of Airbus SB A320-24-1062, these two modifications were considered recommended only.</p> <p>EASA recently determined that this condition, if not corrected, could lead to a short circuit on 115 volts in the vicinity of fuel tanks, consequently creating another risk of ignition source in a fuel tank vapour space.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2008-0051R1, which is superseded, and requires modifications to install the additional anti-chafing protection and the new cable standard.</p>   |
| Effective Date:                            | 19 September 2014   |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless accomplished previously:</p> <p><b>Restatement of the requirements of EASA AD 2008-0051R1:</b></p> <ol style="list-style-type: none"> <li>(1) No later than 31 December 2009, install insulators to the “S” cable routes of the trailing edge, aft of the rear spar and wing tip in accordance with the instructions of Airbus SB A320-24-1062 Revision 06.</li> <li>(2) Modification of an aeroplane, prior to 19 March 2008 [the effective date of EASA AD 2008-0051], in accordance with the instructions of Airbus SB A320-24-1062 at original issue, or at Revision 01, 02, 03, 04, or 05, and in accordance with the instructions referred to as “additional work” in paragraph 3.B.(3) or 3.B.(4) of Airbus SB A320-24-1062 at Revision 05, as applicable to aeroplane configuration, is considered an acceptable method of compliance with the requirements of paragraph (1) of this AD.</li> </ol> <p><b>New requirements of this AD:</b></p> <ol style="list-style-type: none"> <li>(3) Within 72 months after the effective date of this AD, modify the trailing edges of both wings, as specified in paragraphs (3.1) and (3.2) of this AD. <ol style="list-style-type: none"> <li>(3.1) Install the additional anti-chafing protection in accordance with the instructions of Airbus SB A320-92-1049.</li> <li>(3.2) Replace the current electrical cable with the new standard one in accordance with the instructions of Airbus SB A320-92-1052.</li> </ol> </li> <li>(4) Concurrent with modification of an aeroplane as required by paragraph (3.2) of this AD, ensure that the anti-chafing protection introduced by Airbus SB A320-92-1049, as required by paragraph (3.1) of this AD, remains in place.</li> </ol> |
| Ref. Publications:                         | <p>Airbus SB A320-24-1062 original issue dated 20 November 1992, or Revision 01 dated 20 December 1993, or Revision 02 dated 05 April 1995, or Revision 03 dated 17 March 1997, or Revision 04 dated 16 January 1998, or Revision 05 dated 27 June 2002, or Revision 06 dated 27 June 2007.</p> <p>Airbus SB A320-92-1049 original issue dated 23 July 2007, or Revision 01 dated 28 November 2011.</p> <p>Airbus SB A320-92-1052 original issue dated 05 December 2007.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</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. This AD was posted on 04 August 2014 as PAD 14-129 for consultation until 01 September 2014. No comments were received during the consultation.</li><li>3. Enquiries regarding this AD should be referred to the Safety Information Section, 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 – 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> |
|----------|---|