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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A320/136 Amdt 2 and issues the following AD under subregulation 39.1 (1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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### Airbus Industrie A319, A320 and A321 Series Aeroplanes

## AD/A320/136 Digital Distance and Radio Magnetic Indicators 2/2004 Amdt 3

**Applicability:** Airbus A319 series aeroplanes, all serial numbers (MSM) after 0909, fitted with a Thales Avionics (formerly Sextant or Sextant Avionique) Digital Distance and Radio Magnetic Indicator (DDRMI) with a part number (P/N) listed below.

Airbus A320 series aeroplanes, all MSN after 0843, fitted with a Thales Avionics DDRMI with a P/N listed below.

Airbus A321 series aeroplanes, all MSN after 1011, fitted with a Thales Avionics DDRMI with a P/N listed below.

All other Airbus A319/A320/A321 series aeroplanes fitted with a Thales Avionics DDRMI with a P/N listed below and having a serial number (S/N) different from the S/N recorded in the Aircraft Inspection Report (AIR) delivered from the production line, or with a Thales Avionics DDRMI that has been repaired after May 1999.

### DDRMI Part Numbers

63543-150-3	63543-250-1	63543-253-2
63543-150-2	63543-250-2	63540-041-2
63543-150-1		

This Directive is not applicable to aeroplanes with Airbus modification 32414 or 32415 or 32416 or 32417 embodied during production or whilst in service in accordance with Airbus Industrie Service Bulletin (SB) A320-34-1264 Revision 1.

- Requirement:**
1. Unless previously accomplished in accordance with the original issue of this Directive, deactivate the DDRMI in accordance with paragraph 4 of Airbus Industrie All Operator Telex (AOT) A320-34A1262 Revision 01 dated 21 August 2002.
  2. Dispatch with an inoperative standby compass (Master Minimum Equipment List [MMEL] reference 34-22-02 a) is limited to a 'B' rectification interval.

**Airbus Industrie A319, A320 and A321 Series Aeroplanes**

AD/A320/136 Amdt 2 (continued)

*Note 1: This Airworthiness Directive supersedes the MMEL for the inoperative DDRMI despatch condition (reference 34-57-01). Therefore this Airworthiness Directive may supersede any Minimum Equipment List (MEL) limitation concerning the DDRMI in accordance with AOT A320-34A1262 Revision 01 paragraph 3.5.*

*Note 2: DGAC Telegraphic AD 2002-458(B) R2 refers.*

Compliance: For Requirement 1 - Remains unchanged as 'Before 2 October 2002'.

For Requirement 2 - As of the effective date of this Amendment.

This Amendment becomes effective on 19 February 2004.

Background: Airbus received reports from two operators advising of DDRMI circuit breakers tripping, followed by loss of VOR and DME sources for navigation and displays. Investigations showed the DDRMI power transformer had short circuited, leading to leakage of 115 VAC to systems connected to the DDRMI ARINC 429 busses.

The original issue of this Directive required temporary deactivation of the DDRMI to prevent possible loss of essential equipment due to an in-flight failure of the DDRMI.

Amendment 1 extended the range of affected aircraft to aircraft that may have DDRMI version B power transformers.

Amendment 2 introduces a reference to SB A320-34-1264 Revision 1 as an alternate method of incorporating modification 32414 or 32415 or 32416 or 32417.

This Amendment corrects the issue date of AOT 34A1262 Revision 01.

The original issue of this Airworthiness Directive became effective on 29 March 2002.

Amendment 1 of this Airworthiness Directive became effective on 25 September 2002.

Amendment 2 of this Airworthiness Directive became effective on 22 January 2004.



David Villiers  
Delegate of the Civil Aviation Safety Authority

8 January 2004