
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A320/160 and issues the following AD under subregulation 39.001(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.

Airbus Industrie A319, A320 and A321 Series Aeroplanes

**AD/A320/160
Amdt 1**

**Cargo Compartment Heating
Temperature Sensor**

9/2005

Applicability: A319, A320 and A321 series aeroplanes as follows, except those aeroplanes with Airbus modification 32616 incorporated during production or Airbus Service Bulletin (SB) A320-21-1141 embodied whilst in service:

A319 aeroplanes with Airbus modifications 24486 incorporated during production or Airbus SB A320-21-1140 embodied whilst in service.

A320 aeroplanes with Airbus modifications 20084 incorporated during production or Airbus SB A320-21-1048 embodied whilst in service.

A321 aeroplanes with Airbus modifications 22596 incorporated during production.

Requirement: Modify the temperature sensor of the aft cargo compartment heating system in accordance with the instructions given in SB A320-21-1141 or later revision approved by the DGAC.

Note: DGAC AD F-2004-123 R1(EASA Approval 2005-5892) refers.

Compliance: Before 31 May 2007.

This Amendment becomes effective on 1 September 2005.

Background: The Direction Générale de l'Aviation Civile (DGAC) of France has advised that during a fire containment capability evaluation of the cargo compartment of an A319, the level of the Halon extinguishing agent decreased below the required concentration. This was due to a too high rate of air renewal in the compartment and in such a situation the protection against fire is not ensured.

An investigation identified two leak sources, the first leak was generated by the forward and aft cargo door water drain valves while the second leak was generated by the aft cargo compartment temperature sensor installation.

Airbus Industrie A319, A320 and A321 Series Aeroplanes

AD/A320/160 Amdt 1 (continued)

The original issue of this Directive rendered mandatory the modification of the temperature sensor of the aft cargo compartment heating system to prevent the second air leak.

This Amendment extends the compliance from 31 October 2006 to 31 May 2007.

The original issue of this Directive became effective on 30 September 2004.



David Villiers
Delegate of the Civil Aviation Safety Authority

22 July 2005