
AIRWORTHINESS DIRECTIVE

On the commencement date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below repeals Airworthiness Directive (AD) AD/APU/22 and issues the following AD under subregulation 39.001 (1) of CASR and subsection 33 (3) of the *Acts Interpretation Act 1901*. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct an 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.

Auxiliary Power Units

AD/APU/22 Amdt 1

APS 3200 APU Software Upgrade

6/2021

Applicability: Hamilton Sundstrand (formerly Auxiliary Power International Corporation - APIC) APS 3200 auxiliary power units (APU).

Note 1: These APUs are known to be installed on, but not limited to, Airbus A319, A320 and A321 series aeroplanes.

Requirement: 1. Determine the applicability of United States of America Federal Aviation Administration (FAA) AD 97-03-06, as in force from time to time.

2. If it is determined that FAA AD 97-03-06 is applicable and has not been previously accomplished, perform the actions required by that AD.

Note 2: Previous compliance with the original issue of AD/APU/22, AD/A320/199 or French Directorate General for Civil Aviation (DGAC) AD 96-293(B) R1, constitutes compliance with this amendment. If this is the case, no further action is necessary for this Directive.

Note 3: The words "as in force from time to time" require compliance with the most recent version of the referenced document.

Compliance: For Requirements 1 and 2 - within 30 days after the commencement of this Directive.

This Airworthiness Directive commences on 31 March 2021.

Background: The original issue of AD/APU/22 required compliance with DGAC AD 96-293(B) R1 because the FAA, as the State of Design for the applicable component, had not issued a corresponding AD at that time. The FAA subsequently issued FAA AD 97-03-06, which addresses the same unsafe condition. The AD requires an upgrade of the APU electronic control box software, a one-time action for which the compliance date and/or period has passed.

This AD may be applicable to registered Australian aircraft. AD/APU/22 was issued to ensure all applicable State of Design ADs are complied with.

Auxiliary Power Units

AD/APU/22 Amdt 1 (continued)

Amendment 1 of this directive replaces reference to French DGAC AD 96-293(B) with reference to the State of Design AD.



David Punshon
Delegate of the Civil Aviation Safety Authority

19 March 2021