

## 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/A320/199 Amdt 1 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.

### Airbus A319, A320 and A321 Series Aeroplanes

**AD/A320/199**      **State of Design Airworthiness Directives**      **6/2021**  
**Amdt 2**

Applicability:      A319, A320 and A321 series aeroplanes manufactured prior to 1 January 2002.

Requirement:      1.      Determine the applicability of the French Directorate General for Civil Aviation (**DGAC**) and United States of America Federal Aviation Administration (**FAA**) Airworthiness Directives (AD) listed in Table 1, as in force from time to time.

*Note 1: The words “as in force from time to time” require compliance with the most recent version of the referenced document.*

2.      If it is determined that an AD listed in Table 1 is applicable and has not been previously accomplished, perform the actions required by that AD.

**Table 1**

AD Number	Effective Date	Title
1992-164-026(B)	29 August 1992	Reinforcement of nose landing gear wheels
1992-211-036(B) R1	9 May 1993	Trimmable horizontal stabilizer
1992-271-039(B) R3	23 March 1996	Electric terminal blocks
1994-030-050(B)	12 February 1994	Junction box and electrical harness on CFM 56-5A
1994-058-053(B) R1	16 July 1994	IAE V2500-A1 engine fire extinguisher distribution pipe
1994-167-057(B)	30 July 1994	IAE V2500-A1 sealing of fire wall
1995-016-063(B)	28 January 1995	Main landing gear shock absorber upper bearing dowel retention
1996-170-082(B)	7 September 1996	Fuel pump strainer

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FAA AD 97-03-06	6 March 1997	Auxiliary Power International Corporation (APIC) Model APS3200 Auxiliary Power Units
1997-203-102(B)R1	18 April 1998	Probe Heater Computer
1998-152-114(B)	18 April 1998	Probe Heater Computer (ATA 30) Test Procedures
1998-451-121(B)	28 November 1998	ILS Receiver (ATA 34)
1999-361-138(B)	18 September 1999	Litton GPSSU (ATA 34)
2000-004-142(B)	22 January 2000	Rockwell Collins Radio Altimeter Software Anomalies (ATA 34)
2001-271(B)	7 July 2001	Loss of Fuel Quantity Indication on Centre Tank (ATA 28)
2001-363(B)	18 August 2001	Oxygen Systems - Inspection of Oxygen Passenger Containers - (Dräger Type I and II) (ATA 35)

**Compliance:** If a certificate of airworthiness has not been issued for the aircraft - before issue of the certificate of airworthiness.

If a certificate of airworthiness has been issued for the aircraft - within 30 days after the effective date of this Directive.

*Note 2: Previous compliance with the requirements of DGAC AD 1996-293(B)R1 as required by CASA AD/APU/22, AD/A320/199 or AD/A320/199 Amdt 1, constitutes compliance with FAA AD 97-03-06 as required by this amendment.*

This Airworthiness Directive commences on 31 March 2021.

**Background:** The ADs listed in Table 1 of this Directive require one-time actions for which the compliance date and/or period has passed. CASA has determined that these ADs may be applicable to Australian aircraft. This Directive is issued to ensure all State of Design ADs are complied with.

CASA appreciates that, due to date of aircraft manufacture or aircraft configuration and modification status, some of the ADs listed in Table 1 will not be applicable to some aeroplanes. The original issue of this Directive applied only to A319 aeroplanes

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and became effective on 15 March 2007.

Amendment 1, extended the applicability to include A320 and A321 aeroplanes, amended the title of the AD, restricted applicability to aeroplanes manufactured prior to 1 January 2002, and incorporated an additional eight State of Design ADs.

Amendment 2 of this Directive removes obsolete website information and replaces DGAC AD 1996-293(B)R1 with FAA AD 97-03-06 because the FAA is the State of Design for the applicable equipment, and the FAA AD addresses the same unsafe condition.



David Punshon  
Delegate of the Civil Aviation Safety Authority

23 March 2021