


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2007 - 0286</p> <p>Date: 14 November 2007</p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name :		Type/Model designation(s) :
AIRBUS		A318, A319, A320, A321 aircraft
TCDS Number : EASA A.064		
Foreign AD : Not applicable		
Supersedure : None		
ATA 33	Lights – Instrument & Panel Integral Lighting – Emergency Lighting for Stand-By Instruments - Modification	
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	<p>AIRBUS aircraft A318, A319, A320, A321, all certified models, all serial numbers, fitted with classical standby instruments installed by AIRBUS modification 20011 or 21999 in production or by AIRBUS Service Bulletin (SB) A320-34-1280 in service except aircraft:</p> <ul style="list-style-type: none"> - fitted with ISIS equipment installed by AIRBUS modification 27620 in production, or by SB A320-34-1261 or SB A320-34-1372 in service, or - having received AIRBUS modification 37329 or 37330 in production or SB A320-33-1057 in service. 	
Reason:	<p>Some operators have reported occurrences of loss of the AC BUS 1 with subsequent loss of the AC ESS BUS and DC ESS BUS resulting in the loss of 5 upper Display Units and the loss of integral lighting. In this situation flight crew have reported concerns in reading the standby instruments when the DOME lights were selected to OFF.</p> <p>This situation, if not corrected, could increase the workload of the flight crew which constitutes an unsafe condition.</p> <p>This Airworthiness Directive (AD) mandates the modification of the electrical supply logic by adding a back-up supply on the battery hot bus for the under glare shield flood lighting.</p>	

Effective Date:	28 November 2007
Compliance:	Unless already accomplished, no later than 27 May 2011 modify the electrical supply logic of the under glare shield flood lighting in accordance with the instructions given in SB A320-33-1057.
Ref. Publications:	SB A320-33-1057 original issue, SB A320-34-1261 original issue, SB A320-34-1280 original issue, SB A320-34-1372 original issue. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. This AD was posted on 26 September 2007 as PAD 07-174 for consultation until 15 October 2007. The Comment response Document can be found at http://ad.easa.europa.eu/ . 3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS – Airworthiness Office – EAS Fax +33 5 61 93 44 51, E-mail: airworth-eas@airbus.com .