



## Airworthiness Directive

**AD No.:** 2025-0096

**Issued:** 28 April 2025

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS S.A.S.

### Type/Model designation(s):

A319, A320 and A321 aeroplanes

**Effective Date:** 12 May 2025

**TCDS Number(s):** EASA.A.064

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA – Aircraft Flight Manual – Section Limitations – Amendment

### ATA – Master Minimum Equipment List – Amendment

### ATA 36 – Pneumatic – High Pressure Bleed Valve – Replacement

### Manufacturer(s):

Airbus

### Applicability:

Airbus A319-151N, A319-153N, A319-171N, A319-173N, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-253NY, A321-271N, A321-271NX, A321-271NY, A321-272N, and A321-272NX aeroplanes, all manufacturer serial numbers.

### Definitions:

For the purpose of this AD, the following definitions apply:

**Affected HPV clip:** High Pressure Bleed Valve (HPV) clip having Part Number (P/N) 6753-139.

**Affected HPV:** HPV having P/N 70645A020001.



**Serviceable HPV:** An HPV that is not an affected HPV or an affected HPV equipped with affected HPV clips which are new (not previously installed on any HPV), or which accumulated less than 4 000 flight hours (FH) and less than 2000 flight cycles (FC) since first installation on an HPV.

**The AOT:** Airbus Alert Operators Transmission (AOT) A36N011-24.

**The SB:** Airbus Service Bulletin (SB) A320-36-1091.

**The AFM TR:** Airplane Flight Manual (AFM) Temporary Revision (TR) 814 Issue 1.0.

**The MMEL update:** Airbus A320 Master Minimum Equipment List (MMEL) items listed below, as provided in Airbus A320 MMEL Major Event Revision (MER) dated 25 March 2025:

- 30-11-01 Wing Anti-Ice Control Valve
- 36-07-02 Engine Bleed Valve Indication on the BLEED SD Page
- 36-07-04 Engine Bleed Precooler Inlet Pressure Indication on the BLEED SD Page
- 36-07-05 Engine Bleed Precooler Outlet Temperature Indication on the BLEED SD Page
- 36-11-07 Engine Bleed HP Valve
- 36-12-05 Manual Control of the X Bleed Valve.

**Aeroplane date of manufacture:** The date of transfer of title (ownership) which is referenced in Airbus documentation at the time of first delivery to an operator.

#### Groups:

Group 1 aeroplanes are those on which an affected HPV is installed.

Group 2 aeroplanes are those which are not Group 1 aeroplanes.

Aeroplanes on which Airbus modification (mod) 172846, or Airbus mod 172847 are embodied are considered Group 2 aeroplanes, provided that no affected HPV has been installed on that aeroplane since aeroplane date of manufacture.

#### Reason:

Occurrences were reported of HPV butterfly seal retention clip rupture. This rupture could induce damage to the system(s) downstream to the HPV on the engine pylon and wing.

This condition, if not detected and corrected, could lead to high pressure and temperatures in the duct downstream from the pressure regulating valve, with possible duct burst, damage to several systems or the airframe and consequent loss of control of the aeroplane.

To address this potential unsafe condition, Airbus issued the AOT providing instructions for HPV clip repetitive replacement. Airbus also issued the SB as optional terminating action by introduction of an improved HPV (P/N 70645A030001). Further, the AFM TR and the MMEL update were issued to inform the flying crew about the specific flight and dispatch procedures associated with this potential unsafe condition.

For the reasons described above, this AD requires amendment of the AFM and MMEL, and repetitive replacement of the HPV clip(s). This AD also provides an optional terminating action for the repetitive replacement of the HPV clip(s) and allows removal of the AFM TR and the MMEL update.



**Required Action(s) and Compliance Time(s):**

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

**AFM Amendment:**

- (1) For Group 1 aeroplanes: Within 30 days after the effective date of this AD, amend the applicable AFM by incorporating the AFM TR, inform all flight crew, and, thereafter, operate the aeroplane accordingly.
- (2) Amending the AFM of an aeroplane by incorporating a later AFM revision, which includes the AFM TR, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

**MMEL Change / Dispatch Restrictions:**

- (3) For Group 1 aeroplanes: Concurrently with the AFM amendment as required by paragraph (1) of this AD, implement the instructions of the MMEL update, as applicable, depending on aeroplane configuration (see Note 1 of this AD), on the basis of which the operator's MEL must be amended, inform all flight crews, and, thereafter, operate the aeroplane accordingly.

Note 1: MMEL item 30-11-01 can be removed for those aeroplanes on which Airbus mod 172846 or mod 172847 or mod 172827 (Airbus SB A320-36-1089), as applicable, is embodied.

**Replacement:**

- (4) For Group 1 aeroplanes: Within the compliance time defined in Table 1 of this AD, and, thereafter, at intervals not to exceed 4 000 FH or 2 000 FC, whichever occurs first, replace each affected HPV clip in accordance with the instruction of the AOT.

<b>Compliance Time, A or B, whichever occurs later</b>	
<b>A</b>	Before exceeding 4 000 FH or 2 000 FC, whichever occurs first, since affected HPV clip installation.
<b>B</b>	Within 2 500 FH or 1 250 FC, whichever occurs first, from the effective date of this AD.

Note 2: If accumulated FH and FC of an HPV are unknown, option **B** has to be used.

**Terminating Action:**

- (5) For Group 1 aeroplanes: Replacement on an aeroplane of each affected HPV with a non-affected HPV, accomplished in accordance with the instructions of the SB, constitutes terminating action for paragraph (4) of this AD. After that modification, it is allowed to remove the AFM TR and the MMEL update as required by paragraphs (1) and (3) of this AD, as applicable, for that aeroplane.

**Parts Installation:**

- (6) Do not install an affected HPV on any aeroplane, as required by paragraph (6.1) or (6.2) of this AD, as applicable.



(6.1) For Group 1 aeroplanes: After modification of that aeroplane as specified in paragraph (5) of this AD.

(6.2) For Group 2 aeroplanes: From the effective date of this AD.

#### Ref. Publications:

Airbus AFM TR 814 issue 1.0 EASA approval date 12 March 2025.

Airbus AOT A36N011-24 original issue dated 11 February 2025 or Revision 01 dated 31 March 2025.

Airbus SB A320-36-1091 original issue dated 01 December 2023.

Airbus SB A320-36-1089 original issue dated 29 April 2024 or Revision 01 dated 09 December 2024.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Airbus A320 MMEL MER dated 25 March 2025.

#### Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 26 May 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – 1IASA; E-mail: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com) .

