Airworthiness Directive

AD No.: 2018-0189

Issued: 30 August 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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, 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 agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:
AIRBUS

Type/Model designation(s):
A318, A319, A320 and A321 aeroplanes

Effective Date: 13 September 2018

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2017-0257R1 dated 09 January 2018.

ATA 34 – Navigation – Back Up Speed Scale / Aircraft Flight Manual – Amendment

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Manufacturer(s):
Airbus (formerly Airbus Industrie)

Applicability:
Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-271N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers.

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

AFM-DU: Airplane Flight Manual (AFM) Documentary Unit (DU) « NAV – ADR 1+2+3 FAULT » reference: EMER-34-00007047.

Groups: Group 1 aeroplanes are those that have Airbus modification (mod) 35871 embodied in production, or Airbus Service Bulletin (SB) A320-34-1397 or SB A320-34-1543 in service (introducing Air Data Monitoring and BUSS function), except aeroplanes which have also embodied Airbus mod 159281 in production, or Airbus SB A320-34-1658 or SB A320-34-1659 in service (installing reversible BUSS function). Group 2 aeroplanes are those that are not Group 1, which have amended the AFM as previously required by EASA AD 2017-0257 at original issue.

Reason:

In extreme icing conditions, pitot probes may induce erroneous airspeed indications. To provide flight crews with reliable information on airspeed, Airbus developed a Back-up Speed Scale (BUSS and reversible BUSS, based on angle of attack (AoA) value) displayed on the Primary Flight Display (PFD), together with a PFD Back-Up Altitude Scale based on Global Positioning System (GPS) altitude. This BUSS function is intended to be used below flight level (FL) 250 only. Following new investigation related to AoA probes blockages, it was identified that, when two AoA sensors are adversely affected by icing conditions at the same time, data displayed on the BUSS could be erroneous.

This condition, if not corrected, could lead to an increased flight crew workload, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus established specific operational instructions to be applied by the flight crew under certain defined conditions. The relevant procedure was incorporated into the applicable A320 family AFM since 07 March 2017 (publication date). Consequently, EASA issued AD 2017-0257 (later revised) to require a one-time AFM amendment to introduce the additional operational procedure.

Since EASA AD 2017-0257R1 was issued, it was determined that aeroplanes on which Airbus SB A320-34-1543 (mod 154033) was embodied in service were inadvertently missing from the Applicability of the AD.

For the reason described above, this AD retains the requirements of EASA AD 2017-0257R1, which is superseded, and extends the Applicability to aeroplanes that embody Airbus SB A320-34-1543. This AD also requires removal of the AFM amendment, where it was mistakenly inserted in the AFM of an aeroplane not equipped with the BUSS function, prompted by the Applicability definition and requirements of EASA AD 2017-0257 at original issue.

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

Required as indicated, unless accomplished previously:

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 DU, inform all flight crews, and, thereafter, operate the aeroplane accordingly.

(2) Amending the applicable AFM of an aeroplane to incorporate a later AFM revision, which includes the AFM DU, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

(3) For Group 2 aeroplanes: within 30 days after the effective date of this AD, remove the AFM amendment previously inserted in the applicable AFM as required by EASA AD 2017-0257 at original issue.

Credit:

(4) Aeroplanes operated with an AFM revision dated 07 March 2017, or any subsequent revision, are compliant with the requirements of this AD.

Ref. Publications:

Airbus A318, A319, A320 and A321 AFM DU « NAV – ADR 1+2+3 FAULT » reference: EMER-34-00007047 dated 07 March 2017.

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

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 15 January 2018 as PAD 18-004 for consultation until 12 February 2018, and republished on 27 July 2018 as PAD 18-004R1 for additional consultation until 10 August 2018. The Comment Response Documents can be found in the EASA Safety Publications Tool, in the 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.

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.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51;
E-mail: account.airworth-eas@airbus.com.