



Airworthiness Directive

AD No.: 2022-0032

Issued: 03 March 2022

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, 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date: 10 March 2022

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Braking and Steering Control Unit – Replacement / Master Minimum Equipment List – Amendment

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, A319-151N, A319-153N, A319-171N, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-271N, A321-271NX, A321-272N, A321-272NX aeroplanes, all manufacturer serial numbers.

Definitions:

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

Affected part: Braking and Steering Control Units (BSCU) having Part Number (P/N) E21327307.

Serviceable part: Any BSCU, eligible for installation, which is not an affected part; or an affected part that has never triggered any fault signature on an aeroplane as defined in the AOT, Appendix 1.



The AOT: Airbus Alert Operators Transmission (AOT) A32N025-22.

The MMEL update: Airbus A318/A319/A320/A321 Master Minimum Equipment List (MMEL) items listed below, as provided in Airbus A318/A319/A320/A321 MMEL Major Event Revision (MER) dated 22 February 2022:

- Item 32-31-01 - Landing Gear Control and Interface Unit (LGCIU),
- Item 32-32-02 - LGCIU 2 RH L/G Shock Absorber Proximity Detector,
- Item 32-32-03 - LGCIU 2 LH L/G Shock Absorber Proximity Detector,
- Item 32-42-03 - BSCU System 1,
- Item 32-42-04 - BSCU System 2,
- Item 32-44-01 - Yellow System Brake,
- Item 32-44-03 - Brakes Pressure Indicator,
- Item 78-09-01 - ENG 1(2) REVERSER CTL FAULT Alert, and
- Item 78-30-01 - Thrust Reverser.

The FOT: Airbus Flight Operations Transmission (FOT) 999.0010/22.

Groups:

Group 1 aeroplanes are those that have an affected part installed.

Group 2 aeroplanes are those that do not have an affected part installed (see Note 1).

Note 1: An aeroplane on which Airbus modification (mod) 165148 (installation of BSCU P/N E21327307) has not been embodied in production is Group 2, provided the aeroplane remains in that configuration.

Reason:

A new BSCU standard P/N E21327307 was developed and introduced through Airbus mod 165148 to answer to the obsolescence of some components fitted in the old BSCU standard P/N E21327107 and P/N E21327007. Since this new BSCU standard was introduced on aeroplanes, several BSCU channel failures were detected, inducing, in case of dual channel failures, loss of Anti-Skid function together with the reversion to the alternate braking mode, and the loss of Nose Wheel Steering.

This condition, if not corrected, could lead to loss of braking performance with significant increase in aeroplane stopping distance, possibly resulting in runway excursion.

To address this potential unsafe condition, Airbus issued the AOT and the FOT (together with Quick Reference Handbook and Flight Crew Operating Manual updates) to provide instructions for replacement of affected parts in the event of specific fault signatures (ECAM warning + Maintenance message). Airbus also updated the MMEL accordingly.

For the reasons described above, this AD requires, for aeroplanes with an affected part installed, the accomplishment of the AOT, and the amendment of the MMEL.

This AD also prohibits installation of affected parts on Group 2 aeroplanes.

This AD is considered to be an interim action and further AD action may follow.



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

Required as indicated, unless accomplished previously:

BSCU Replacement:

- (1) For Group 1 aeroplanes: If, during any flight after the effective date of this AD, a BSCU fault signature is triggered on an aeroplane as defined in the AOT Appendix 1, before next flight, replace the affected part with a serviceable part in accordance with the instructions of the AOT (see Note 2 of this AD).

Note 2: Following replacement of the affected part on an aeroplane with a serviceable part having a different P/N, that aeroplane becomes Group 2.

MMEL Amendment:

- (2) For Group 1 aeroplanes: Before next flight after the effective date of this AD, implement the instructions of the MMEL update, as defined in this AD, on the basis of which the operator's MEL must be amended inform all flight crews, and, thereafter, operate the aeroplane accordingly (see Note 3 of this AD).

Note 3: Refer to the FOT for operational recommendations.

Part(s) Installation:

- (3) For Group 2 aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane.
- (4) For Group 1 aeroplanes: From the effective date of this AD, it is allowed to install an affected part on any aeroplane, provided it is a serviceable part and it is replaced as required by this AD.

Ref. Publications:

Airbus AOT A32N025-22 original issue dated 24 February 2022.

Airbus A318/A319/A320/A321 MMEL MER dated 22 February 2022.

Airbus FOT 999.0010/22 original issue dated 22 February 2022.

The use of later approved revisions of the above-mentioned documents 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. 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.
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](#). 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 – IIASA; E-mail: account.airworth-eas@airbus.com.

