

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2001-508(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A319/A320 aircraft

Flight control - ELAC Computer (ATA 27)

APPLICABILITY:

AIRBUS A319, A320 aircraft, all certified models, all serial numbers equipped with the following ELAC L80 standard:

- P/N 3945122505 installed in production under AIRBUS INDUSTRIE modification No. 27276 or AIRBUS INDUSTRIE Service Bulletin A320-27-1121 in service,
- or
- P/N 3945123505 installed in production under AIRBUS INDUSTRIE modification No. 27845 or THALES AVIONICS Service Bulletin 394512-27-017 in service,
- or
- P/N 3945128101 installed in production under AIRBUS INDUSTRIE modification No. 26910.

Aircraft having received AIRBUS INDUSTRIE modification No. 31395 (introduction of ELAC L81 standard) in production or AIRBUS INDUSTRIE Service Bulletin A320-27-1135 in service are not involved with the requirements of this Airworthiness Directive (AD).

REASONS:

Following a recent incident during final approach, investigations have revealed that under specific gusty conditions (strong gusts, turbulence) possible malfunction of the ELAC logic (alpha protection law) could result to the activation of the alpha protection law during final approach which could severely reduced nose-up side stick orders.

AD 2001-106(B) was issued on March 26, 2001 and revised on July 25, 2001 in order to mandate incorporation of specific procedure TR 4.03.00/14 in the AFM.

The purpose of this AD is to take over the requirements of AD 2001-106(B) R1 and to mandate the installation of the new ELAC L81 standard on all A319/A320 aircraft.

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ACTIONS:

1. Within 10 days following August 4, 2001 (effective date of AD 2001-106(B)R1), insert a copy of this AD or AFM TR 4.03.00/14 in the Aircraft Flight Manual (AFM) and apply the corresponding procedures:

Quote**For approach to runways:**

- With known gusty environments, specially if these conditions generate vertical gusts due to the surrounding terrain,
- or
- When the reported wind gust increment (max. wind minus average wind) is greater than 10 knots,
- or
- When moderate to severe turbulence is expected on short final.

The flight crew should strictly adhere to the following procedure:

- For manual landing:
 - Use CONF 3 for approach and landing,
 - Minimum VAPP is VLS(CONF 3) + 10 kts,
 - Correct the landing distance for the speed increment,
 - If the "SINK RATE" GPWS warning occurs below 200 ft, immediately initiate a go-around.

Note: *When in alternate law, this procedure does not apply since the high AOA protection law is not active.*

- For automatic landing

Provided conditions for automatic landing are fulfilled:

- Use CONF FULL or CONF 3 for automatic approach and landing,
- Minimum VAPP is VLS + 5 kts,
- Strictly apply automatic approach and landing procedures even with visual references,
- If automatic approach and landing is discontinued, immediately initiate a go around, manual landing is not authorized.

Unquote

2. Before December 31, 2002, replace all ELAC L80 computer by ELAC L81 last standard on all A319/A320 aircraft in accordance with AIRBUS INDUSTRIE Service Bulletin A320-27-1135.

This AD replaces AD 2001-106(B) R1 which is cancelled by its revision 2.

REF.: AIRBUS INDUSTRIE Service Bulletin A320-27-1135
(Any further approved revision of this SB is acceptable).

EFFECTIVE DATE :

Upon receipt from OCTOBER 17, 2001