

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2015-0191 [Correction: 25 September 2015]</p> <p>Date: 22 September 2015</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: AIRBUS</p>	<p>Type/Model designation(s): A318, A319, A320 and A321 aeroplanes</p>	
<p>TCDS Number:</p>	<p>EASA.A.064</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>None</p>	
<p>ATA –</p>	<p>Airplane Flight Manual – Section Normal Procedures / After Start – Amendment</p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>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, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers.</p>	
<p>Reason:</p>	<p>With the introduction of new Spoiler and Elevator Computer (SEC) hardware C Part Number (P/N) B372CAM0100 with software standards 122, 124 and 125 (identified by P/N B372CAM0101, P/N B372CAM0102 and P/N B372CAM0103, respectively), some airlines have reported receiving maintenance messages, e.g. "SEC OR WIRING FROM L or R ELEV POS MON XDCR" and/or "SEC OR WIRING FROM G or Y ELEV POS XDCR", which are associated with servo control or elevator transducer monitoring. Such messages are triggered by a short data inconsistency due to power transients, when the engines are started.</p> <p>This condition, if not corrected, could lead to an undetected loss of redundancy during flight if an affected SEC cannot control the related elevator servo control(s), possibly resulting in reduced control of the aeroplane.</p> <p>It was determined that, to recover full redundancy, a reset of SEC 1 and SEC 2 must be done after engines start and Airbus have developed an Airplane Flight Manual (AFM) Temporary Revision (TR), published as TR 572 Issue 1, to provide the necessary flight crew procedure.</p> <p>For the reason described above, this AD requires amendment of the applicable AFM. This AD was republished to correct the TR references and approval date.</p>	
<p>Effective Date:</p>	<p>29 September 2015</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For aeroplanes equipped with SEC hardware C P/N B372CAM0100 with software standard 122, 124 or 125 (P/N B372CAM0101, P/N B372CAM0102 or P/N B372CAM0103) on SEC position 1 or 2, or both, within 30 days after the effective date of this AD, amend the applicable AFM, Section Normal Procedures / Pre-flight Checks, as indicated in Table 1 of this AD, inform all flight crews and, thereafter, operate the aeroplane accordingly.</p> <p>The AFM amendment as required by this AD can be accomplished by inserting a copy of this AD, or Airbus AFM TR 572 issue 1, into the applicable AFM.</p> <p style="text-align: center;">Table 1 – AFM Temporary Revision</p> <div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p>AFTER START NORMAL PROCEDURE</p> <p>After both engines start:</p> <p>Turn OFF then ON SEC 1 and SEC 2 one after the other.</p> </div> <p>Note: Airbus Operations Engineering Bulletin OEB-50 provides additional information on the subject addressed by this AD.</p> <p>(2) Modification of an aeroplane by installation of SEC (hardware), having another P/N than those mentioned in paragraph (1) of this AD, on both SEC positions 1 and 2, allows removal of the AFM TR as required by this AD for that aeroplane. SEC hardware C with software standard 126 (Airbus modification 161208), identified by P/N B372CAM0104, is an acceptable correction.</p> <p>(3) For all aeroplanes: From the effective date of this AD, do not modify an aeroplane by installation of SEC hardware C P/N B372CAM0100 with software standard 122, 124 or 125 (P/N B372CAM0101, P/N B372CAM0102 or P/N B372CAM0103) on SEC position 1 or 2, or both, unless the AFM of the aeroplane is amended, concurrently with that modification, as required by this AD.</p>
<p>Ref. Publications:</p>	<p>Airbus AFM TR 572 Issue 1, approved 19 August 2015.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 27 August 2015 as PAD 15-112 for consultation until 10 September 2015. The Comment Response Document can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be referred to the Safety Information Section, 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 – EIAS; Fax +33 5 61 93 44 51; E-mail: account.airworth-eas@airbus.com.