



## Airworthiness Directive

**AD No.:** 2017-0119

**Issued:** 11 July 2017

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):

A319, A320 and A321 aeroplanes

**Effective Date:** 25 July 2017

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

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2014-0251R1 dated 17 December 2014.

## ATA 32 – Landing Gear – Brake Dual Distribution Valve – Modification

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### Manufacturer(s):

Airbus (formerly Airbus Industrie)

### Applicability:

Airbus A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, 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, except those on which Airbus modification (mod) 26925 has been embodied in production, which introduces a modified alternate braking system that removes the brake dual distribution valve (BDDV).

### Reason:

In 1998, an operator experienced a dual loss of braking systems. Investigation results revealed that the cover seal of the BDDV was damaged and did not ensure the sealing efficiency.

This condition, if not corrected, could lead to water ingestion in the BDDV, freezing of the BDDV in flight, and consequent loss of braking system function after landing, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus issued Alert Operator Telex (AOT) 32-19 and Service Bulletin (SB) A320-32-1199, providing instructions for repetitive functional tests. In addition, Airbus developed mod 28301 and published SB A320-32-1203 to provide modification instructions.



Consequently, DGAC France issued AD 2000-258-146 to require repetitive functional tests as a temporary solution (valid for a period of 15 months) and modification of the BDDV with a new cover and installation of a draining tube with a cap, which was terminating action for the repetitive functional tests. For pre-mod 27833 and pre-SB A320-32-1200 aeroplanes, repetitive inspections per SB A320-32-1199 were required as interim action, prior to the terminating action modification per SB A320-32-1203.

After that AD was issued, following a new event, Airbus developed a new modification of the BDDV drain tube which leaves it open, ensuring continuous drainage of any ingested water, thereby preventing freezing of the brake system.

Consequently, EASA issued AD 2014-0251 (later revised), partially retaining the requirements of DGAC France AD 2000-258-146, which was superseded, and requiring an additional modification of the BDDV drain tube and re-identification of the BDDV.

Since EASA AD 2014-0251R1 was issued, comments were received that indicated a need for correction and clarification. Consequently, this AD retains the requirements of EASA AD 2014-0251R1, which is superseded, and expands the list of BDDV Part Numbers (P/N) which must be removed from service and are no longer eligible for installation on an aeroplane. This AD also clarifies the intended requirements of EASA AD 2014-0251 and introduces editorial changes, not affecting the requirements.

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

Required as indicated, unless accomplished previously:

#### Restatement of the requirements of EASA AD 2014-0251R1:

#### Modification(s):

- (1) Within the compliance times specified in Table 1 of this AD, as applicable, modify the BDDV cover in accordance with the instructions of Airbus SB A320-32-1203.

Table 1 – BDDV Cover Modification

Aeroplane Configuration (see Note 1 of this AD)	Compliance Time
pre-mod 27833 and pre-SB A320-32-1200	Within 12 months after 24 June 2000 [the effective date of DGAC France AD 2000-258-146]
post-mod 27833 or post-SB A320-32-1200	Within 15 months after embodiment in production of Airbus mod 27833, or within 15 months after modification in accordance with the instructions of Airbus SB A320-32-1200, as applicable

An aeroplane on which Airbus mod 28301 was embodied in production is compliant with the requirement of paragraph (1) of this AD.

Note 1: For the purpose of this AD, the configuration of an aeroplane is the condition it was in on 24 June 2000 [the effective date of DGAC France AD 2000-258-146].



- (2) Within 24 months after 04 December 2014 [the effective date of the original issue of EASA AD 2014-0251], modify the BDDV, having a P/N listed as 'old' in Table 2 of this AD, and the drain hose of the BDDV, in accordance with the instructions of Airbus SB A320-32-1415, and, thereafter, re-identify the BDDV to the corresponding P/N, as applicable, listed as 'new' in Table 2 of this AD.

Table 2 – BDDV P/N Re-identification

Old P/N	New P/N
A25434006-3	A25434006-3000
A25434005-101	A25434005-1010
A25434005-201	A25434005-2010
A25434005-301	A25434005-3010
A25434005-401	A25434005-4010
A25434006-101	A25434006-1010

Note 2: The P/N listed in Table 2 of this AD can have an 'A' or 'B' suffix, which is an indication of the 'amendment' level of the BDDV. This does not affect compliance with this AD.

#### New requirements of this AD:

#### Identification /Modification:

- (3) Within 3 months after the effective date of this AD, identify the BDDV P/N installed on the aeroplane and, for each affected BDDV P/N as listed in Table 3 of this AD, modify and re-identify that BDDV in accordance with the instructions of Airbus SB A320-32-1203 or SB A320-32-1415, as applicable, or replace the BDDV with a BDDV having a P/N not listed in Table 3 of this AD, or a P/N listed as 'new' in Table 2 of this AD.

A review of the aeroplane records is acceptable to determine the BDDV P/N as specified in paragraph (3) of this AD, provided those records can be relied upon for that purpose and the BDDV P/N can be conclusively identified from that review.

Table 3 – Affected BDDV P/N

P/N				
A25434005-1	A25434005-100	A25434005-101	A25434006-1	A25434006-100
A25434005-2	A25434005-200	A25434005-201	A25434006-2	A25434006-101
A25434005-3	A25434005-300	A25434005-301	A25434006-3	A25434006-200
A25434005-4	A25434005-400	A25434005-401		

Note 3: Table 3 of this AD contains BDDV P/N prior to modification as required by paragraph (2) of this AD (installation of which was prohibited through EASA AD 2014-0251R1), but also BDDV P/N prior to modification as required by paragraph (1) of this AD, for which installation was not explicitly prohibited through EASA AD 2014-0251R1.



**Parts Installation:**

(4) Do not install on any aeroplane a BDDV with a P/N listed in Table 3 of this AD, as required by paragraph (4.1) or (4.2) of this AD, as applicable.

(4.1) Group 1 aeroplanes (see Note 4 of this AD): After modification of the aeroplane as required by paragraph (3) of this AD.

(4.2) Group 2 aeroplanes (see Note 4 of this AD): From the effective date of this AD.

Note 4: For the purpose of this AD, Group 1 aeroplanes are those that, on the effective date of this AD, have a BDDV installed, having a P/N listed in Table 3 of this AD. Group 2 aeroplanes are those that, on the effective date of this AD, do not have a BDDV installed with a P/N listed in Table 3 of this AD, or have a BDDV installed with a P/N listed as 'new' in Table 2 of this AD.

**Ref. Publications:**

Airbus SB A320-32-1203 original issue dated 04 June 1999, or Revision 01 dated 12 October 2000, or Revision 02 dated 09 February 2001.

Airbus SB A320-32-1415 original issue dated 02 September 2014, or Revision 01 dated 23 April 2015, or Revision 02 dated 10 December 2015.

The use of later approved revisions of these 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. This AD was posted on 08 June 2017 as PAD 17-071 for consultation until 06 July 2017. The Comment Response Document 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, EASA. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:account.airworth-eas@airbus.com).

