

Airworthiness Directive

AD No.: 2020-0118

Issued: 22 May 2020

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):

A319, A320 and A321 aeroplanes

Effective Date: 05 June 2020

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA – Aircraft Flight Manual / Section Limitations – Amendment
Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A319-111, A319-112, A319-113, A319-114, A319-115, A319-151N, A319-153N, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, 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:

The applicable AFM TR: Airbus Airplane Flight Manual (AFM) Temporary Revision (TR) 784 issue 1, and TR 785 issue 1, as applicable.

Reason:

Following a non-stabilised approach, an Airbus A321 neo initiated an automatic go-around (i.e. with autopilot (AP) ON) which induced an aircraft pitch-up attitude that resulted in an AP disconnection.

Investigations identified that this pitch-up attitude after Go-around initiation was due to the combination of the AP ON, high lift configuration, and Take-Off Go-Around (TOGA) thrust application within 50 seconds after full retraction of the speed brakes.

Deeper analysis by computed simulation determined that, for some aircraft models of the A320 family, when operated at a significant aft centre of gravity (CG), the pitch attitude could further increase after the abovementioned AP disconnection. However, such situation was never encountered in flight

This condition, if not corrected, could result in increased flight crew workload during critical phase of flight.

To address this potential unsafe condition, Airbus issued the applicable AFM TR, conditioning the use of speed brake to prevent the aforementioned condition, and the Flight Operations Transmission 999.0034/20, providing operational recommendations.

For the reason described above, this AD requires amendment of the applicable AFM by incorporating the applicable AFM TR.

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:

AFM Change:

- (1) Within 30 days after the effective date of this AD, amend the applicable AFM by incorporating the applicable AFM TR, inform all flight crews, and, thereafter, operate the aeroplane accordingly.
- (2) Amending the applicable AFM of an aeroplane by incorporating a later AFM revision, which includes the same content as the applicable AFM TR, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Airbus A319 AFM TR 784 issue 1, EASA approval date 30 April 2020.

Airbus A319/A320/A321 AFM TR 785 issue 1, EASA approval date 30 April 2020.

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 Programming and Continued Airworthiness 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 – IIASA;
E-mail: account.airworth-eas@airbus.com.

SUPERSEDED

