

Airworthiness Directive

AD No.: 2022-0032R1

Issued: 29 July 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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date: Revision 1: 05 August 2022
 Original issue: 10 March 2022

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2022-0032 dated 03 March 2022.

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.

Non-affected part: Any BSCU having P/N other than E21327307.

Serviceable part: Any BSCU, eligible for installation, which is a non-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):

- 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.

Aeroplane date of manufacture: The date of transfer of title (ownership) which is referenced in Airbus documentation at the time of first delivery to an operator.

Groups:

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

Group 1b aeroplanes are those on which, after the aeroplane date of manufacture, an affected part was replaced with a non-affected part.

Group 2 aeroplanes are those that are not Group 1a and 1b (see Note 1 of this AD).

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 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.



Consequently, EASA issued AD 2022-0032 to require, for aeroplanes with an affected part installed, the accomplishment of the AOT, and the amendment of the MMEL. That AD also prohibited installation of affected parts on any aeroplane without an affected part installed.

Since that AD was issued, it was determined that the prohibition to install an affected part should only apply to aeroplanes that were delivered with a non-affected part. The FOT and MMEL update were meanwhile revised.

For the reason described above, this AD is revised to update the Groups definition; to amend the Part(s) Installation paragraphs to allow installation of affected parts on Group 1a and Group 1b aeroplanes; and to list the revised FOT and MMEL update.

This AD is still 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 1a aeroplanes: If, during any flight after 10 March 2022 [the effective date of the original issue 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 non-affected part, that aeroplane becomes Group 1b.

MMEL Amendment:

- (2) For Group 1a and Group 1b aeroplanes: Before next flight after 10 March 2022 [the effective date of the original issue of this AD], implement the instructions of the MMEL update, as defined in this AD, based on 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 10 March 2022 [the effective date of the original issue of this AD], do not install an affected part on any aeroplane.
- (4) For Group 1a and Group 1b aeroplanes: From 10 March 2022 [the effective date of the original issue of this AD], it is allowed to install an affected part on any aeroplane, provided it is a serviceable part, and the MEL is updated as required by this AD (see Note 4 of this AD).

Note 4: Following replacement on a Group 1b aeroplane of a non-affected part with an affected part that is serviceable, that aeroplane becomes Group 1a.

Ref. Publications:

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



Airbus A318/A319/A320/A321 MMEL MER dated 22 February 2022, or Revision dated 24 February 2022.

Airbus FOT 999.0010/22 original issue dated 22 February 2022, or Revision 01 dated 25 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 – 1IASA; E-mail: account.airworth-eas@airbus.com.

