

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. : 97-203-102(B) R1
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A319/A320/A321 Aircraft

Probe heat computer

This Airworthiness Directive applies to AIRBUS INDUSTRIE A319, A320 and A321 aircraft, all models and all serial numbers without AIRBUS INDUSTRIE modification 26403 or AIRBUS INDUSTRIE Service Bulletin A320-30-1036.

In order to prevent simultaneous loss of heating of probes (CAPT and STBY side) due to a single failure, which will induce erroneous anemometric calculation by the concerned systems in case of operation in freezing conditions, the following measure is mandated on the effective date of this Airworthiness Directive :

- within six months, modify wirings between respectively EIU (Engine Interface Unit) 1 and 2 with PHC (Probe Heat Computer) 1 and 3 in accordance with the instructions given in AIRBUS INDUSTRIE Service Bulletin A320-30-1036.

Note : For aircraft equiped with IAE engines, original issue, and revision 1 of Service Bulletin AIRBUS INDUSTRIE, refer to incorrect procedures.

The correct test procedure has been introduced by revision 2 of this Service Bulletin. This test procedure has been made mandatory for those aircraft by Airworthiness Directive 98-152-114(B).

Ref. : AIRBUS INDUSTRIE Service Bulletin A320-30-1036.
(and further approved revision)

This revision 1 replaces Airworthiness Directive 97-203-102(B) dated August 27, 1997.

EFFECTIVE DATES :

Original issue : SEPTEMBER 06, 1997
Revision 1 : APRIL 18, 1998