

	AIRWORTHINESS DIRECTIVE No F-2004-147	Distribution: B	Issue date: August 18, 2004	Page : 1/2
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2003-388, cancelled by its Revision 1		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A321 aircraft		
Type certificate(s) No. 180 TCDS No 180				
ATA chapter: 27	Subject: Flight controls - Landing configuration			

1. EFFECTIVITY:

AIRBUS A321 all certified models, all manufactured serial numbers, except aircraft that have received AIRBUS modification 34043 in production, or AIRBUS Service Bulletin (SB) A320-27-1151 or A320-27-1152 in service.

2. REASONS:

An operator has reported two similar events which occurred on two different A321 on the same airport at several hours interval. In both cases, the pilots encountered some lateral handling difficulties leading to roll oscillations when performing a manual approach in moderate icing conditions for a landing in configuration full flaps "CONF FULL".

During the subsequent external inspection of both aircraft, ice was found on non de-iced parts of the wing and of the horizontal stabilizer.

Moreover, some A321 operators reported roll oscillations events during manual approach, either in crosswind or moderate to severe turbulence.

Airworthiness Directive (AD) 2003-388, which dealt with the same subject, mandated the limitations introduced by the AFM TR 4.03.00/20.

New Elevator Aileron Computer (ELAC) L83 and L91 software incorporate A321 lateral behaviour improvement. Then, installation of these softwares allows cancelling AFM TR 4.03.00/20.

This AD recalls the requirements of AD 2003-388, which is cancelled, and mandates the installation of ELAC standard L83 or L91 software.



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3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

- 3.1. From October 25, 2003 [effective date of AD 2003-388], the following operational limitation is mandatory for all flights:

A321 APPROACH AND LANDING (ROLL CONTROL)

When moderate to severe icing conditions, or significant crosswind, or moderate to severe turbulence are anticipated:

use FLAP 3 for landing.

Incorporation of this Flight Manual procedure (or any further approved revision) or a copy of this AD in the Aircraft Operational Manual and strict adherence to this procedure by the crew allows complying with this AD.

- 3.2. Before December 31, 2005, install ELAC L83 or L91 software, following the instructions given respectively in SB A320-27-1151 or SB A320-27-1152.

4. REFERENCE PUBLICATIONS:

A318/A319/A320/A321 AFM TR 4.03.00/20

AIRBUS Service Bulletin A320-27-1151

AIRBUS Service Bulletin A320-27-1152

Any later approved revision of these documents is acceptable.

5. EFFECTIVE DATE:

August 28, 2004.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:

AIRBUS SAS - Fax 33 5 61 93 44 51.

7. APPROVAL:

This AD is approved under EASA reference No 2004-8601 dated August 10, 2004.