


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0251R1</p> <p>Date: 17 December 2014</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: AIRBUS</p>	<p>Type/Model designation(s): A319, A320 and A321 aeroplanes</p>	
<p>TCDS Number:</p>	<p>EASA.A.064</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Revision:</p>	<p>This AD revises EASA AD 2014-0251 dated 20 November 2014, which superseded DGAC France AD 2000-258-146(B) dated 14 June 2000.</p>	
<p>ATA 32</p>	<p>Landing Gear – Brake Dual Distribution Valve – Modification</p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>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 BDDV.</p>	
<p>Reason:</p>	<p>In 1998, an operator experienced a dual loss of braking systems. Investigation results revealed that the cover seal of the Brake Dual Distribution Valve (BDDV) was damaged and did not ensure the sealing efficiency.</p> <p>This condition, if not corrected, could lead to water ingestion in the BDDV and freezing of the BDDV in flight, possibly resulting in loss of braking system function after landing.</p> <p>DGAC France issued AD 2000-258-146 to require modification of the BDDV with a new cover and installation of a draining tube with a cap.</p> <p>Since that AD was issued, following a new event, Airbus developed a modification of the BDDV drain tube which will leave it open, ensuring continuous drainage of any ingested water, thereby preventing freezing of the brake system.</p> <p>For the reasons described above, EASA issued AD 2014-0251, retaining the requirements of DGAC France AD 2000-258-146, which was superseded, to require modification of the BDDV drain tube.</p>	

	<p>Since that AD was issued, comments were received that indicated a need for correction and clarification. Consequently, this AD is revised to add a Note to Table 1 and to amend paragraph (3).</p>														
Effective Date:	<p>Revision 1: 24 December 2014</p> <p>Original issue: 04 December 2014</p>														
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Restatement of the requirements of DGAC France AD 2000-258-146:</p> <p>(1) Within 12 months after 24 June 2000 [the effective date of DGAC France AD 2000-258-146], or within 15 months after embodiment in production of Airbus mod 27833, or within 15 months after in-service modification in accordance with the instructions of Airbus Service Bulletin (SB) A320-32-1200, whichever occurs later, modify the BDDV cover in accordance with the instructions of Airbus SB A320-32-1203.</p> <p>An aeroplane on which Airbus mod 28301 has been embodied in production and remains in that configuration is compliant with the requirement of paragraph (1) of this AD.</p> <p>New requirements of this AD:</p> <p>(2) Within 24 months after 04 December 2014 [the effective date of the original issue of this AD], modify the BDDV, having a Part Number (P/N) listed as 'old' in Table 1 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 1 of this AD.</p> <p style="text-align: center;">Table 1 – BDDV P/N Re-identification</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Old P/N</th> <th>New P/N</th> </tr> </thead> <tbody> <tr> <td>A25434006-3</td> <td>A25434006-3000</td> </tr> <tr> <td>A25434005-101</td> <td>A25434005-1010</td> </tr> <tr> <td>A25434005-201</td> <td>A25434005-2010</td> </tr> <tr> <td>A25434005-301</td> <td>A25434005-3010</td> </tr> <tr> <td>A25434005-401</td> <td>A25434005-4010</td> </tr> <tr> <td>A25434006-101</td> <td>A25434006-1010</td> </tr> </tbody> </table> <p>Note: The P/N listed in Table 1 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.</p> <p>(3) Do not install on any aeroplane a BDDV with a P/N listed as 'old' in Table 1 of this AD, as required by paragraph (3.1) or (3.2) of this AD, as applicable.</p> <p>(3.1) For an aeroplane that, on the effective date of this AD, has a BDDV installed with a P/N listed as 'old' in Table 1 of this AD: After modification of the aeroplane as required by paragraph (2) of this AD.</p> <p>(3.2) For an aeroplane that, on the effective date of this AD, has a BDDV installed with a P/N listed as 'new' in Table 1 of this AD, or has a BDDV installed with a P/N <u>not</u> listed in Table 1 of this AD: From the effective date of this AD.</p>	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
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Ref. Publications:	<p>Airbus SB A320-32-1200, original Issue dated 17 September 1998, or Revision 01 dated 23 March 1999, or Revision 02 dated 29 January 2001.</p>														

	<p>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.</p> <p>Airbus SB A320-32-1415, original Issue dated 02 September 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 09 October 2014 as PAD 14-146 for consultation until 06 November 2014. The Comment Response Document can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: 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.

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