


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2011-0001</b></p> <p><b>Date: 10 January 2011</b></p> <p>Note: This Airworthiness Directive (PAD) 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 EC 1702/2003, Part 21A.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><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A318, A319, A320 and A321 aeroplanes</p>
TCDS Number :	EASA.A.064
Foreign AD :	Not applicable
Supersedure :	This AD supersedes DGAC France ADs 94-211-059(B) R2 dated 10 April 1996, 96-079-079(B) dated 10 April 1996, and 2000-320-147(B) dated 26 July 2000.
<b>ATA 31</b>	<b>Indicating &amp; Recording Systems – Flight Warning Computers – Replacement</b>
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, A320-111, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplane models, all manufacturer serial numbers, if equipped with a Flight Warning Computer (FWC) with a Part Number (P/N) listed in Appendix 1 of this AD.
Reason:	<p>Following in-service experience, analyses of the failure to follow procedure or heed existing cockpit cues were conducted to assess the consequences of mismanagement of thrust levers during landing.</p> <p>The investigation results identified the need for improvements in the identification of throttle mis-positioning and so providing further opportunity for the flight crew to identify an incorrect thrust lever configuration and to correct this. For the A320 family of aeroplanes this being IDLE or REVERSE, which is necessary to enable ground spoiler (G/S) extension and auto-brake (A/BRK) functions. In addition, the analysis of the thrust lever management issue shows two categories of scenarios that could lead to thrust asymmetry during landing with controllability and deceleration consequences:</p> <ul style="list-style-type: none"> <li>- One thrust lever kept in forward thrust when the other is put in IDLE or REVERSE. This has been seen in cases of dispatch with one thrust reverser inoperative; and</li> <li>- One thrust lever moved in forward position after landing, usually when bringing the thrust lever back from REVERSE to IDLE.</li> </ul>

	<p>These thrust asymmetry conditions, if not corrected, could result in loss of control of the aeroplane during landing.</p> <p>This AD supersedes DGAC France AD 94-211-059(B) R2 and 96-079-079(B), mandating Aircraft Flight Manual Temporary Revision reference 9.99.99/20 and the installation of FWC P/N 350E017248685 (H1D2) as terminating action for both ADs.</p> <p>This AD retains the requirements of DGAC France AD 2000-320-147(B), which is also superseded, which required the installation of FWC P/N 350E017271616 (H1E2).</p> <p>For the reasons described above, this AD requires the replacement of both FWC units with minimum FWC P/N 350E053020909 (H2F5) units, introducing "Enhanced RETARD" logic.</p>
Effective Date:	24 January 2011
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Restatement of the requirement of DGAC France AD 2000-320-147(B): Except for aeroplanes on which Airbus modification 26017 has been embodied in production :  Before 31 March 2002, replace both FWC in accordance with the instructions defined in AIRBUS Service Bulletin (SB) A320-31-1106. Installation of a FWC standard in accordance with the instructions of Airbus SB A320-31-1141 is considered an alternative method of compliance to this requirement.</li> <li>(2) Within 48 months after the effective date of this AD, replace both FWC units with FWC P/N 350E053020909, in accordance with the instructions of Airbus SB A320-31-1334 Revision 02.</li> <li>(3) Compliance with the requirements of paragraph (2) of this AD may require the prior or concurrent accomplishment of the instructions contained in the concurrent requirements section of Airbus SB A320-31-1334 Revision 02.</li> <li>(4) Modification of an aeroplane, prior to the effective date of this AD, in accordance with the instructions of Airbus SB A320-31-1334 (Airbus modification 37871) at original issue or Revision 01, is considered acceptable for compliance with the requirements of paragraph (2) of this AD.</li> <li>(5) After modification of an aeroplane as required by paragraph (2) of this AD, do not install a FWC with a P/N listed in Appendix 1 of this AD on that aeroplane.</li> </ol> <p><b>Note:</b> Airbus SB A320-31-1334 Revision 02 does not address the A319 Corporate Jet, as this aeroplane requires additional modification to the Auxiliary Fuel Management Computer. This modification is expected to be available from Airbus by the end of the first quarter of 2011. As such, this AD applies to these aeroplanes, with the same stated compliance times.</p>
Ref. Publications:	<p>Airbus Service Bulletin A320-31-1106 Original issue.</p> <p>Airbus Service Bulletin A320-31-1141 Original issue.</p> <p>Airbus Service Bulletin A320-31-1334 Revision 02.</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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 10 November 2010 as PAD 10-115 for</li> </ol>

	<p>consultation until 08 December 2010. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</p> <p>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</p> <p>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EAS; Fax +33 5 61 93 44 51; E-mail: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</p>
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### Appendix 1

List of Flight Warning Computer (FWC) Part Numbers, affected by this AD:

350E017238484 (H1D1)
350E016187171 (C5)
350E017248685 (H1D2)
350E017251414 (H1E1)
350E017271616 (H1E2)
350E018291818 (H1E3CJ)
350E018301919 (H1E3P)
350E018312020 (H1E3Q)
350E053020202 (H2E2)
350E053020303 (H2E3)
350E053020404 (H2E4)
350E053020606 (H2F2)
350E053020707 (H2F3)
350E053021010 (H2F3P)
350E053020808 (H2F4)