



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2008-0048

Datum účinnosti: 13. března 2008

AIRBUS

A319, A320 a A321


Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU, na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2008 - 0048</p> <p>Date: 28 February 2008</p>	
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.		
Type Approval Holder's Name :		Type/Model designation(s) :
AIRBUS		A319, A320 and A321 aircraft
TCDS Number: EASA A.064		
Foreign AD: Not applicable		
Supersedure: None		
ATA 32	Landing Gear – Braking and Steering Control Unit (BSCU) – Modification / Replacement	
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	<p>AIRBUS 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, A321-232 that are equipped with one conventional pre-Enhanced Manufacture and Maintainability (pre-EMM) Braking and Steering Control Unit (BSCU) part number (PN) :</p> <ul style="list-style-type: none"> - C20216332292C (standard 7) installed by AIRBUS modification 24449 in production or by AIRBUS Service Bulletin (SB) A320-32-1124 in service, or - C202163372D32 (standard 9) installed by modification 31106 in production or by SB A320-32-1227 or SB A320-32-1232 in service, or - C202163382D32 (standard 9.1) installed by modification 32500 in production or by SB A320-32-1254 in service. 	
Reason:	In 2005 a lateral runway excursion occurred on an A320 aircraft. Such excursions are classified as hazardous with a large reduction in safety margins. Investigation has shown that the aircraft landed with the nose wheels rotated nearly 20 degrees from center. During subsequent tests	

	<p>on the removed BSCU, a BSCU hardware failure was found, affecting the monitoring function, including the system reconfiguration management, and leading to a runaway of Nose Wheel Steering.</p> <p>DGAC Airworthiness Directive (AD) F-1992-117-025(B) Revision 1, mandated the BSCU upgrade in order to improve the steering logic, but this modification has shown not to be sufficient to address the identified failure mechanism.</p> <p>A software modification is now implemented in BSCU standard 10 which improves the system reconfiguration management when this failure mechanism is detected.</p> <p>BSCU standard 10 also includes other improvements – as detailed in the associated Service Bulletin.</p> <p>This AD therefore mandates the modification or replacement of the BSCU standard 7, 9 or 9.1 by the BSCU standard 10.</p>
Effective Date:	13 March 2008.
Compliance:	<p>Before 30 September 2009, modify or replace the BSCU in accordance with the instructions given in SB A320-32-1336 to install BSCU standard 10.</p> <p>BSCU standard 10 is not compatible with DUNLOP tyres 46x16-20 Part Numbers 11659 T and 11661 T, reference SB A320-32-1336, paragraph 1.A.(2).(a). Therefore, these tyres may not be installed on an aircraft with BSCU standard 10. Upon installation of BSCU standard 10, as required by this AD, any such installed tyres must be replaced with acceptable units at the same time.</p> <p>Note: it is the responsibility of the operator to ensure that any BSCU or tyres replaced on aircraft after having complied with this AD, still complies with the requirements of this AD.</p>
Ref. Publications:	<p>AIRBUS Service Bulletin A320-32-1336 original issue.</p> <p>The use of later approved revisions 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 accept Alternative Methods of Compliance for this AD. 2. This AD was posted on 22 November 2007 as PAD 07-209 for consultation until 19 December 2007. The Comment Response Document can be found at http://ad.easa.europa.eu/ . 3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - 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 – EAS E-mail: account.airworth-eas@airbus.com.