


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2008 – 0032</p> <p>Date: 21 February 2008</p>	
<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.</p>		
<p>Type Approval Holder's Name : AIRBUS</p>	<p>Type/Model designation(s) : A318, A319, A320 and A321 aircraft</p>	
<p>TCDS Number: EASA.A.064</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: EASA AD 2006-0108 dated 03 May 2006.</p>		
<p>ATA 31</p>	<p>Indicating Systems- Electronic Instrument System (EIS) – Display Management Computer (DMC) Software EIS2 Standard S7 / Installation</p>	
<p>Manufacturer(s):</p>	<p>AIRBUS (formerly AIRBUS INDUSTRIE)</p>	
<p>Applicability:</p>	<p>AIRBUS A318-111, A318-112, 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 aircraft fitted with:</p> <ul style="list-style-type: none"> - EIS2 standard S4.2 (DMC disk P/N F1419418) installed by AIRBUS Modification 34571 or by AIRBUS Service Bulletin (SB) SB A320-31A1220. <p>Aircraft which have embodied modification 36725 in production are not concerned by this Airworthiness Directive (AD).</p> <p>It remains the responsibility of the operator to ensure compliance to this AD after any EIS2 replacement.</p>	
<p>Reason:</p>	<p>Two incidents have occurred due to the lack of visibility on the Primary Flight Display (PFD) of the Traffic Alert and Collision Avoidance System (TCAS) indications.</p>	

	<p>EIS2 standard S7 introduces modifications to the vertical speed indication to improve the legibility in case of TCAS Resolution Advisory.</p> <p>The modifications consist in changing the colour of the needle and increasing the width of the TCAS green band.</p> <p>This AD supersedes AD 2006-0108. Also, as all aircraft in this AD applicability have been retrofitted to at least S4.2 standard, the operational limitations contained in the Compliance paragraph 2. of AD 2006-0108 have already been addressed.</p> <p>This AD therefore mandates the installation of the improved EIS2 standard S7.</p>
Effective Date:	06 March 2008.
Compliance:	<p>1. From September 24, 2003 (the effective date of DGAC AD 2003-373, superseded DGAC AD F-2004-104R1, superseded by EASA AD 2006-0108), the following operational limitations are mandatory for all flights:</p> <p><i>MMEL REPERCUSSIONS:</i></p> <p><i>For aircraft equipped with EIS2 LCD Display Units, and with conventional standby instruments:</i></p> <ul style="list-style-type: none"> - <i>Dispatch with the standby IAS (Indicated Airspeed) indicator inoperative (MMEL 34-21-01) is no longer authorized.</i> - <i>Dispatch with inoperative standby horizon or inoperative standby altimeter may be authorized provided that the crew maintains VMC conditions during the entire flight and day-light conditions.</i> <p><i>For aircraft equipped with EIS2 LCD Display Units, and with the Integrated Standby Instrument System (ISIS):</i></p> <ul style="list-style-type: none"> - <i>Dispatch with the ISIS airspeed function inoperative (MMEL 34-22-03-C) is no longer authorized.</i> - <i>Dispatch with inoperative ISIS horizon function or inoperative ISIS altitude function may be authorized provided that the crew maintains VMC conditions during the entire flight and day-light conditions.</i> <p><i>Reminder:</i> <i>For dispatch with one Display Unit inoperative as per MMEL 31-63-01, it is reminded that the subject Display Unit must be switched-off as per associated MMEL operational procedure."</i></p> <p>Incorporation of the MMEL repercussions or a copy of this AD in the Aircraft Operations Manual and strict adherence to MMEL repercussions</p>

	<p>by the crew allows complying with paragraph 1. of the Compliance section of this AD.</p> <p>2. Before 31st March 2009, install EIS2 standard S7 (DMC disk P/N F1461768) in accordance with the instructions of AIRBUS SB A320-31-1276.</p> <p>No action is required if AIRBUS SB A320-31-1263 Revision 1 or AIRBUS SB A320-31-1276 Original Issue has been embodied.</p> <p>Installation of EIS2 standard S7 renders void requirements of above §1. in the Compliance section of this AD.</p>
Ref. Publications:	<p>AIRBUS Service Bulletin A320-31A1220 original issue;</p> <p>AIRBUS Service Bulletin A320-31-1263 Revision 1;</p> <p>AIRBUS Service Bulletin A320-31-1276 original issue.</p> <p>The use of later approved revision 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 accept Alternative Methods of Compliance for this AD. 2. This AD was posted as PAD 07-208 on 16 November 2007 for consultation until 14 December 2007. No comments were received during the consultation period. 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 Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com .