



Airworthiness Directive

AD No.: 2019-0094

Issued: 26 April 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A320 and A321 aeroplanes

Effective Date: 10 May 2019

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 36 – Pneumatic – Bleed Monitoring Computer – Modification / Replacement

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A320-251N, A320-271N, A321-251N, A321-253N, A321-271N and A321-272N aeroplanes, all manufacturer serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: Airbus Service Bulletin (SB) A320-36-1078.

Affected part: Bleed monitoring computers (BMC), having software (SW) standard 3.2 (Part Number (P/N) LIE3DL70418AAAJ), SW standard 4.0 (P/N LIE3BL70418AAAL), SW standard 4.1 (P/N LIE3AL70418AAAM), or SW standard 4.2 (P/N LIE39L70418AAAN) installed.

Serviceable part: BMC having SW standard 4.3 (P/N LIE27L70418AAAP) or later SW standard installed.

Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed.



Aeroplane date of manufacture: The date of transfer of title (ownership) which is referenced in Airbus documentation at the time of first delivery to an operator.

Reason:

During some flight tests of A320 and A321 NEO (new engine option) aeroplanes, the regulated bleed temperature was measured above the design target with a temperature regulation shift phenomenon. The investigation results show that incorrect temperature regulation can degrade pneumatic system components located downstream of the pre-cooler.

This condition, if not corrected, could lead to hot air leakage and consequent bleed loss, possibly resulting in the reduction of the system equipment safety margin.

To address this potential unsafe condition, Airbus developed an improved BMC SW, and issued the SB A320-36-1078 to provide instructions for BMC SW uploading.

For the reasons described above, this AD requires modification of the affected parts and prohibits (re)installation of affected parts.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Modification:

- (1) For Group 1 aeroplanes: Within 36 months after the aeroplane date of manufacture, upload BMC SW standard 4.3 on each affected part on an aeroplane, in accordance with the instructions of the SB.
- (2) Uploading a BMC SW standard later than 4.3 on each affected part on an aeroplane is an acceptable alternative method to comply with the requirements of paragraph (1) of this AD for that aeroplane. This can be accomplished in accordance with instructions published by Airbus.

Part(s) Installation:

- (3) Do not install on any aeroplane any affected part as required by paragraph (3.1) or (3.2) of this AD, as applicable.
 - (3.1) For Group 1 aeroplanes: After modification of an aeroplane as required by paragraph (1) of this AD.
 - (3.2) For Group 2 aeroplanes: From the effective date of this AD.

Ref. Publications:

Airbus SB A320-36-1078 original issue dated 07 May 2018 or Revision 01 dated 07 February 2019.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.



Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 27 March 2019 as PAD 19-047, and re-posted on 09 April 2019 as PAD 19-047R1, for consultation until 24 April 2019. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. 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.

