
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A320/42 and issues the following AD under subregulation 39.1 (1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Airbus Industrie A319, A320 and A321 Series Aeroplanes

**AD/A320/42
Amdt 1**

Brake Wear Limits

1/2004

Applicability: Model A320 series aircraft equipped with Messier-Bugatti, BFGoodrich, Allied Signal Aerospace Company (Bendix), or Aircraft Braking Systems brakes; as specified in FAA AD 97-02-04.

Requirement:

1. Inspect, and replace the main landing gear brakes where necessary, in accordance with the appropriate maximum wear limits specified in FAA AD 97-02-04.
2. Incorporate the appropriate wear limits into the aircraft's approved system of maintenance.

Compliance: Prior to 30 August 1995.

The compliance time remains unchanged by this issue.

This Amendment becomes effective on 22 January 2004.

Background: This Directive was raised to ensure there is no loss of brake effectiveness during a high energy rejected take-off (RTO).

Amendment 1 is issued to clarify applicability and to introduce the current FAA AD.

The original issue of this Airworthiness Directive became effective on 30 August 1995.



David Villiers
Delegate of the Civil Aviation Safety Authority

1 December 2003