

Airbus Industrie A319, A320 and A321 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A320/99 Amdt 1 and issues the following AD under subregulation 39.1 (1) of CAR 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.

AD/A320/99
Amdt 2

Rudder Pedals

3/2001

Applicability: All Model A319, A320 or A321 aircraft without Airbus Industrie Modification 28909 installed at production or Airbus Industrie Service Bulletin (SB) A320-27-1130 or SB A320-27-1130 Revision 1 in-service.

Requirement: Modify the AP-Mode engagement/disengagement lever in accordance with Airbus Industrie SB A320-27-1130 or SB A320-27-1130 Revision 1.

Note: DGAC AD 2000-372-151(B) refers.

Compliance: Before 30 June 2002, unless already accomplished.

This amendment becomes effective on 22 March 2001.

Background: The manufacturer received several reports of cases of stiff rudder pedals which could reduce aircraft control during approach and landing phases, with a risk of the aircraft leaving the runway. The rudder pedal stiffness was found to be due to artificial feel being in autopilot mode while the autopilot is disengaged; caused by jamming of the artificial feel AP-Mode disengagement lever.

Amendment 1 introduced another modification as new cases of stiff rudder pedals were reported after embodiment of the previously required modification.

Amendment 2 is issued to introduce Revision 1 of the Requirement document which clarifies the Accomplishment Instructions.

The original issue of this Directive became effective on 17 June 1999.

Amendment 1 of this Airworthiness Directive became effective on 2 November 2000.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority
2 February 2001