
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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/A320/149****Inertial Reference Systems****9/2003
DM**

Applicability: All Model A319, A320 and A321 series aeroplanes, all manufacturing serial numbers (MSN) equipped with Honeywell inertial reference system (IRS) having the following part numbers (P/N) but without Airbus Industrie modification 30652, 30941 or 30942 incorporated:

HG1150AC05	HG2030AC08
HG1150AC06	HG2030AC09
HG2030AC05	HG2030AD09
HG2030AC06	

Requirement: Incorporate Temporary Revision (TR) 2.05.00/52 into the Aircraft Flight Manual (AFM). TR 2.05.00/52 introduces an operational limitation which prohibits 'AUTOLAND' and 'ROLL-OUT' at the following airports from the date indicated:

Airport Code	Airport Location	Year	Month
<i>DFOO</i>	<i>Bobo-Dioulasso - Burkina Faso</i>	2002	
<i>DIAP</i>	<i>Abidjan Port Bouet - Ivory Coast</i>	2002	
<i>DIBK</i>	<i>Bouake - Ivory Coast</i>	2002	
<i>FAEL</i>	<i>East London Ben Schoeman - Republic of South Africa</i>	2002	
<i>GABS</i>	<i>Bamako Senou - Mali</i>	2002	
<i>GGOV</i>	<i>Bissau Oswaldo Vieira Intl - Guinea-Bissau</i>	2002	
<i>GLRB</i>	<i>Monrovia Roberts Intl - Liberia</i>	2002	
<i>PAFA</i>	<i>Fairbanks Intl AK - USA</i>	2002	
<i>PANC</i>	<i>Anchorage Intl AK - USA</i>	2002	
<i>GBYD</i>	<i>Banjul Yundum Intl - Gambia</i>	2003	Jan
<i>GOOY</i>	<i>Dakar Yoff - Senegal</i>	2003	Aug
<i>BIKF</i>	<i>Keflavik - Iceland</i>	2004	Jan
<i>DFFD</i>	<i>Ouagadougou - Burkina Faso</i>	2004	Mar
<i>GQNN</i>	<i>Nouakchott - Mauritania</i>	2004	Apr
<i>GQPP</i>	<i>Nouadhibou - Mauritania</i>	2004	Jun
<i>DXNG</i>	<i>Niamtougou - Togo</i>	2005	Feb
<i>DXXX</i>	<i>Lome Tokoin - Togo</i>	2005	Mar
<i>DBBB</i>	<i>Cotounou Cadjehoun - Benin</i>	2005	Aug
<i>DNMM</i>	<i>Lagos Murtala Muhammed - Nigeria</i>	2006	Mar

Airbus Industrie A319, A320 and A321 Series Aeroplanes

AD/A320/149 (continued)

GVAC	Sal Amilcar Cabral - Cape Verde	2006	Apr
EGAA	Belfast Aldergrove - United Kingdom	2006	May
EINN	Shannon - Ireland	2006	May
EIDW	Dublin - Ireland	2006	Jul
SAEZ	Buenos Aires Ezeiza - Argentina	2006	Jul
EGPF	Glasgow - United Kingdom	2006	Aug
EICK	Cork - Ireland	2006	Sep

CAT II approaches without 'AUTOLAND' are still permitted.

Note: DGAC AD 2003-270(B) refers.

Compliance: As of the effective date of this Directive until Airbus Industrie Service Bulletins (SB) A320-34-1231 or A320-34-1249 or A320-34-1240, which install IRS P/N HG1150AC07, P/N HG2030AD11 and P/N HG2030AC11 respectively, have been embodied.

This Airworthiness Directive becomes effective on 2 August 2003.

Background: The magnetic variation tables, which are implemented in the Honeywell IRSs identified in the applicability statement, are obsolete in certain countries.

Studies have shown that, for a given airport, a difference greater than 3° between the real magnetic deviation and the one implemented in the inertial reference system could lead to an unsafe situation during the phases of CAT II or III automatic landing and roll out.

This Directive effectively limits the use of 'AUTOLAND' and 'ROLL-OUT' at certain airports until IRSs are replaced.



Jim Coyne
Delegate of the Civil Aviation Safety Authority

23 July 2003