
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 39.001(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/A320/228

Electronic Instrument System Display Management Computer Software Update

13/2008

Applicability: Airbus aircraft listed in Table 1, all manufacturer serial numbers (MSN), if equipped with Electronic Instrument System EIS1 standard V32 [Display Management computer (DMC) Part Number (P/N) 9615325032], EIS1 standard V40 [DMC P/N 9615325040], or EIS1 standard V50 [DMC P/N 9615325050].

Table 1

A319-111	A319-131	A320-212	A320-232	A321-211
A319-112	A319-132	A320-214	A320-233	A321-212
A319-113	A319-133	A320-215	A321-111	A321-213
A319-114	A320-111	A320-216	A321-112	A321-231
A319-115	A320-211	A320-231	A321-131	A321-232

Requirement:

1. Modify the aircraft by installing EIS1 software standard V60 (DMC P/N 9615325060) in accordance with the instructions of Airbus SB A320-31-1286 dated 22 January 2008 or later revision approved by the European Aviation Safety Agency (EASA).
2. EIS1 software standard V32 (DMC P/N 9615325032), EIS1 software standard V40 (DMC P/N 9615325040) or EIS1 software standard V50 (DMC P/N 9615325050) may not be installed on any aeroplane that has been modified in accordance with Requirement 1.

Note: EASA AD 2008-0198 refers.

Compliance: For Requirement 1 - Not later than 30 November 2013.

For Requirement 2 - After modification of an aircraft in accordance with Requirement 1.

This Airworthiness Directive becomes effective on 18 December 2008.

Background: Two incidents have occurred on Airbus A320 family aircraft during an Airborne Collision Avoidance System (ACAS)/Traffic Alert and Collision Avoidance System (TCAS) Resolution Advisory (RA). One of the Human-Machine Interface (HMI) factors was the lack of visibility of relevant information on the Primary Flight Display (PFD).

Airbus Industrie A319, A320 and A321 Series Aeroplanes

AD/A320/228 (continued)

This condition, if not corrected, could result in erroneous interpretation of ACAS/TCAS RAs leading to an increased risk of mid-air collision.

EIS1 software standard V60 introduces modifications to the vertical speed indication to further improve the legibility of ACAS/TCAS RAs. This modification consists of a change in the needle colour and thickness and an increase in width of the ACAS/TCAS green band. This Directive requires the introduction of the new software standard V60 and prohibits reinstallation of earlier software versions V32, V40 and V50.



James Coyne
Delegate of the Civil Aviation Safety Authority

7 November 2008