	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2005-013</b>	Distribution: <b>B</b>	Issue date: <b>January 19, 2005</b>	Page : <b>1/2</b>
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number.          In case of difficulty, reference should be made to the French issue.</i>
<b>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.</b>				
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>None</b>		
Person in charge of airworthiness: <b>AIRBUS SAS</b>		Type(s): <b>A320 aircraft</b>		
Type certificate(s) No. <b>180</b> TCDS No <b>180</b>				
ATA chapter: <b>27</b>	Subject: <b>Flight controls - ELAC 1 computer</b>			

### 1. EFFECTIVITY:

AIRBUS A320 all certified models, all manufactured serial numbers, except aircraft that have received AIRBUS modification 33317 in production or AIRBUS Service Bulletin A320-27-1149 in service.

### 2. REASONS:

During investigations on A320, a critical flight phase has been evidenced.

In the case the aircraft is under MMEL with ELAC 1 (Elevator and Aileron Computer) inoperative or ELAC 1 PITCH FAULT cautions displayed, the loss of SEC 1 (Spoiler and Elevator Computer) in descent when speed brakes are deflected will lead to:

- the automatic retraction of speed brakes 3 and 4,
- the loss of the double hydraulic pressurisation on elevators.


In manual mode and at high speed, the retraction of speed brakes 3 and 4 from their full extended position will induce a pitch down effect that cannot be counteracted by the elevator controlled by a single actuator. The aircraft pitches down and accelerates.

For this reason, this Airworthiness Directive (AD) renders mandatory an operational limitation.

### 3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

From the effective date of this AD, apply the following:

Insert in the Minimum Equipment List (MEL) of the aircraft, the Temporary Revision (TR) TR No 01-27/01H issue 01 of the Master Minimum Equipment List (MMEL) A318/A319/A320/A321 that introduces the operational limitation "Above FL 200, the use of speed brakes lever is limited to its half position" when the aircraft is under MMEL ELAC 1, and apply this procedure.

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4. **REFERENCE PUBLICATIONS:**

AIRBUS Service Bulletin A320-27-1149  
MMEL A318/A319/A320/A321 TR No 01-27/01H issue 01 approved by JAA on November 3, 2004.  
Any later approved revision of these documents is acceptable.

5. **EFFECTIVE DATE:**

January 29, 2005.

6. **REMARK:**

For questions concerning the technical contents of this AD's requirements, contact:  
AIRBUS SAS - Airworthiness Office - EAS - Fax 33 5 61 93 44 51.

7. **APPROVAL:**

This AD is approved under EASA reference No 2005-496 dated January 12, 2005.