


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 15-112	
	Date: 27 August 2015	
<p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>		
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>		
Design Approval Holder's Name:	Type/Model designation(s):	
AIRBUS	A318, A319, A320 and A321 aeroplanes	
TCDS Number:	EASA.A.064	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA –	Airplane Flight Manual – Section Normal Procedures / After Start – Amendment	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers.	
Reason:	<p>With the introduction of new Spoiler and Elevator Computer (SEC) hardware C (standards 122, 124 and 125, identified by Part Number (P/N) B372CAM0101, P/N B372CAM0102 and P/N B372CAM0103, respectively), some airlines have reported receiving maintenance messages, e.g. "SEC OR WIRING FROM L or R ELEV POS MON XDCR" and/or "SEC OR WIRING FROM G or Y ELEV POS XDCR", which are associated with servo control or elevator transducer monitoring. Such messages are triggered by a short data inconsistency due to power transients, when the engines are started.</p> <p>This condition, if not corrected, could lead to an undetected loss of redundancy during flight if an affected SEC cannot control the related elevator servo control(s), possibly resulting in reduced control of the aeroplane.</p> <p>It was determined that, to recover full redundancy, a reset of SEC 1 and SEC 2 must be done after engines start and Airbus have developed an Airplane Flight Manual (AFM) Temporary Revision (TR), published as TR 572 Issue 1.1, to provide the necessary flight crew procedure.</p> <p>For the reason described above, this AD requires amendment of the applicable AFM. This AD is considered an interim measure. It is expected that SEC C standard 126 (Airbus modification 161208) will be the final solution.</p>	

Effective Date:	[TBD: 7 days after Final AD issue date]
	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For aeroplanes equipped with SEC hardware C standard 122, 124 or 125 (P/N B372CAM0101, P/N B372CAM0102 or P/N B372CAM0103) on SEC 1, SEC 2, or both positions, within 30 days after the effective date of this AD, amend the applicable AFM, Section Normal Procedures / Pre-flight Checks, as indicated in Table 1 of this AD, inform all flight crews and, thereafter, operate the aeroplane accordingly.</p> <p>The AFM amendment as required by this AD can be accomplished by inserting a copy of this AD, or Airbus AFM TR 572 issue 1.1, into the applicable AFM.</p> <p style="text-align: center;">Table 1 – AFM Temporary Revision</p> <div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p style="text-align: center;">AFTER START NORMAL PROCEDURE</p> <p style="text-align: center;">After both engines start:</p> <p style="text-align: center;">Turn off then on SEC 1 and SEC 2 one after the other.</p> </div> <p>Note: Airbus Operations Engineering Bulletin OEB-50 provides additional information on the subject addressed by this AD.</p> <p>(2) For all other aeroplanes: From the effective date of this AD, do not modify an aeroplane by installation of a SEC having hardware C standard 122, 124 or 125 (P/N B372CAM0101, P/N B372CAM0102 or P/N B372CAM0103), unless the AFM of the aeroplane is amended, concurrently with that modification, as required by this AD.</p>
Ref. Publications:	<p>Airbus AFM TR 572 Issue 1.1 dated 18 August 2015.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 10 September 2015. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51; E-mail: account.airworth-eas@airbus.com.