


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0237R1</p> <p>Date: 05 December 2014</p> <p>Note: This Airworthiness Directive (AD) 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>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: AIRBUS</p>	<p>Type/Model designation(s): A318, A319, A320 and A321 aeroplanes</p>	
<p>TCDS Number:</p>	<p>EASA.A.064</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Revision:</p>	<p>This AD revises EASA AD 2014-0237 dated 29 October 2014, which superseded DGAC France AD 91-227-021(B)R1 dated 24 December 1991, AD 2001-362(B) dated 08 August 2001, and AD 2002-586(B)R1 dated 02 April 2003.</p>	
<p>ATA 34</p>	<p>Navigation – Airspeed Pitot Probes – Replacement</p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>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.</p>	
<p>Reason:</p>	<p>Occurrences have been reported on A320 family aeroplanes of airspeed indication discrepancies while flying at high altitudes in inclement weather conditions. Investigation results indicated that A320 aeroplanes equipped with Thales Avionics Part Number (P/N) 50620-10 or P/N C16195AA pitot probes appear to have a greater susceptibility to adverse environmental conditions than aeroplanes equipped with certain other pitot probes.</p> <p>Prompted by earlier occurrences, DGAC France issued AD 2001-362 to require replacement of Thales (formerly known as Sextant) P/N 50620-10 pitot probes with Thales P/N C16195AA probes.</p> <p>Since that AD was issued, Thales pitot probe P/N C16195BA was designed, which improved airspeed indication behaviour in heavy rain conditions, but did not demonstrate the same level of robustness to withstand high-altitude ice crystals. Based on these findings, EASA have decided to implement replacement of the affected Thales probes as a precautionary measure to improve the safety level of the affected aeroplanes.</p> <p>Consequently, EASA issued AD 2014-0237, retaining the requirements of DGAC France AD 2001-362, which was superseded, to require replacement of Thales Avionics pitot probes P/N C16195AA and P/N C16195BA.</p>	

	<p>The following related DGAC France ADs were also cancelled by EASA AD 2014-0237, without retaining any of their requirements:</p> <ul style="list-style-type: none"> • AD 91-227-021R1 that required replacement of Titeflex hoses; and • AD 2002-586R1 that required cleaning of Thales P/N C16195AA probes. <p>Since EASA issued AD 2014-0237, it was brought to the Agency's attention that Airbus modification (mod) 155737 was introduced to install Thales probes in production. This affects paragraph (4) of the AD.</p> <p>For the reasons described above, this AD is revised to amend paragraph (4), making reference to aeroplanes which are post-mod 25578, but also post-mod 155737, as a result of which they have Thales probes installed.</p>
Effective Date:	<p>Revision 1: 12 December 2014</p> <p>Original issue: 12 November 2014</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Retained requirements from DGAC France AD 2001-362:</p> <p>(1) For A319, A320 and A321 aeroplanes, all certified models, all serial numbers, except aeroplanes having embodied Airbus modification 25998 in production:</p> <p style="padding-left: 40px;">Within 24 months after 18 August 2001 [the effective date of DGAC France AD 2001-362], replace Thales (previously SEXTANT) pitot probes P/N 50620-10 with Thales pitot probes P/N C16195AA in accordance with the instructions of Airbus Service Bulletin (SB) A320-34-1127.</p> <p>New requirements of this AD:</p> <p>(2) Within 48 months after 12 November 2014 [the effective date of the original issue of this AD], replace each Thales pitot probe P/N C16195AA and P/N C16195BA in accordance with the instructions of Airbus SB A320-34-1170.</p> <p>(3) Modification of an aeroplane by replacement of the probes in accordance with the instructions of Airbus SB A320-34-1456 (pitot probes on Captain and stand-by side) and SB A320-34-1463 (pitot probes at F/O side) is an acceptable alternative method to comply with the requirements of paragraph (2) of this AD for that aeroplane.</p> <p>(4) An aeroplane on which Airbus mod 25578 was embodied in production (except as specified below) is compliant with the requirements of paragraphs (1) and (2) of this AD, provided it is determined that no Thales pitot probe P/N 50620-10, P/N C16195AA or P/N C16195BA has been installed on that aeroplane since Airbus date of manufacture.</p> <p style="padding-left: 40px;">Post-mod 25578 aeroplanes, when mod 155737 (installation of Thales probes) was also embodied in production, must comply with paragraph (2) of this AD.</p> <p>(5) After the manufacturing date of the aeroplane, do not install a Thales pitot probe P/N 50620-10, P/N C16195AA or P/N C16195BA, as required by paragraph (5.1) or (5.2) of this AD, as applicable:</p> <p style="padding-left: 40px;">(5.1) For aeroplanes that have a Thales pitot probe P/N C16195AA or P/N C16195BA installed: After modification of the aeroplane as required by paragraph (2) of this AD.</p> <p style="padding-left: 40px;">(5.2) For aeroplanes that do not have a Thales pitot probe P/N C16195AA or P/N C16195BA installed: From the effective date of this AD.</p> <p>(6) Installation of a pitot probe P/N approved after the effective date of this AD and compliant with the new EASA icing requirements is equal to compliance with the requirements of paragraphs (1) and (2) of this AD,</p>

	<p>provided the conditions as specified in paragraphs (6.1) and (6.2) of this AD are met.</p> <p>(6.1) The pitot probe P/N must be approved by EASA, or approved under Airbus DOA; and</p> <p>(6.2) The installation must be accomplished in accordance with aeroplane modification instructions approved by EASA, or approved under Airbus DOA.</p>
Ref. Publications:	<p>Airbus SB A320-34-1127 original issue dated 24 April 1997, or Revision (Rev.) 01 dated 04 December 2001.</p> <p>Airbus SB A320-34-1456 original issue dated 02 December 2009, or Rev. 01 dated 15 May 2012.</p> <p>Airbus SB A320-34-1463 original issue dated 09 March 2010, or Rev. 01 dated 15 May 2012.</p> <p>Airbus SB A320-34-1170 original issue dated 18 December 1998, or Rev. 01 dated 14 May 1999, or Rev. 02 dated 07 December 1999, or Rev. 03 dated 17 February 2000, or Rev. 04 dated 24 May 2000, or Rev. 05 dated 11 September 2000, or Rev. 06 dated 18 October 2001, or Rev. 07 dated 04 December 2001, or Rev. 08 dated 15 January 2003, or Rev. 09 dated 17 February 2003, or Rev. 10 dated 21 November 2003, or Rev. 11 dated 18 August 2004, or Rev. 12 dated 02 December 2004, or Rev. 13 dated 18 January 2005, or Rev. 14 dated 21 April 2005, or Rev. 15 dated 19 July 2005, or Rev. 16 dated 23 November 2006, or Rev. 17 dated 14 February 2007, or Rev. 18 dated 09 October 2009, or Rev. 19 dated 09 November 2009, or Rev. 20 dated 01 December 2010, or Rev. 21 dated 24 March 2011, or Rev. 22 dated 19 July 2011, or Rev. 23 dated 03 February 2012, or Rev. 24 dated 12 April 2012, or Rev. 25 dated 04 September 2012, or Rev. 26 dated 16 September 2013, or Rev. 27 dated 18 March 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 09 September 2014 as PAD 14-139 for consultation until 07 October 2014. The Comment Response Document can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51; E-mail: account.airworth-eas@airbus.com.