

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	<p>PAD 14-139</p> <p>Date: 09 September 2014</p> <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:	This AD supersedes 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.	
ATA 34	Navigation – Airspeed Pitot Probes – Replacement	
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>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>A new 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>The following three related DGAC France ADs are cancelled by this AD, without retaining any of their requirements:</p> <ul style="list-style-type: none"> • AD 91-227-021R1 that required replacement of Titeflex hoses; • AD 2001-362 that required replacement of Thales (formerly known as Sextant) P/N 50620-10 pitot probes with Thales P/N C16195AA probes; and • AD 2002-586R1 that required cleaning of Thales P/N C16195AA probes. 	

	For the reasons described above, this AD requires replacement of Thales Avionics pitot probes P/N 50620-10, P/N C16195AA and P/N C16195BA.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 48 months after the effective date of this AD, replace each Thales pitot probe P/N 50620-10, P/N C16195AA and P/N C16195BA in accordance with the instructions of Airbus SB A320-34-1170. (2) 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 (1) of this AD for that aeroplane. (3) An aeroplane on which Airbus modification (mod) 25578 has been embodied in production is compliant with the requirements of paragraph (1) of this AD, provided that, since first flight of the aeroplane, no Thales pitot probe P/N 50620-10, P/N C16195AA or P/N C16195BA has been installed on that aeroplane. (4) 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 follows: <ol style="list-style-type: none"> (4.1) For aeroplanes that have a Thales pitot probe P/N 50620-10, P/N C16195AA or P/N C16195BA installed: After modification of the aeroplane. (4.2) For aeroplanes that do not have a Thales pitot probe P/N 50620-10, P/N C16195AA or P/N C16195BA installed: From the effective date of this AD. (5) 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 paragraph (1) or (2) of this AD, provided the conditions as specified in paragraphs (5.1) and (5.2) of this AD are met. <ol style="list-style-type: none"> (5.1) The pitot probe P/N must be approved by EASA, or approved under Airbus DOA; and (5.2) The installation must be accomplished in accordance with aeroplane modification instructions approved by EASA, or approved under Airbus DOA.
Ref. Publications:	<p>Airbus SB A320-34-1456 original issued dated 02 December 2009, or Revision (Rev.) 01 dated 15 May 2012.</p> <p>Airbus SB A320-34-1463 original issued dated 09 March 2010, or Rev. 01 dated 15 May 2012.</p> <p>Airbus SB A320-34-1170 original issued 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</p>

	<p>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. This Proposed AD will be closed for consultation on 07 October 2014.2. 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.