


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 14-119</b></p> <p><b>Date: 23 July 2014</b></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>	
<b>Design Approval Holder's Name:</b> AIRBUS	<b>Type/Model designation(s):</b> A318, A319, A320 and A321 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 22, 31</b>	<b>Auto Flight / Instruments – Stop Rudder Input Warning – Installation / Activation</b>
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>During design reviews that were conducted following safety recommendations related to in-service incidents and one accident on another aircraft type, it has been determined that, in specific flight conditions, the allowable load limits on the vertical tail plane could be reached and possibly exceeded.</p> <p>This condition, if not corrected, could lead, in the worst case, to detachment of the vertical tail plane in flight and consequent loss of the aeroplane.</p> <p>To prevent such a possibility, Airbus has developed modifications within the flight augmentation computer (FAC) to reduce the vertical tail plane stress and to activate a conditional aural warning within the flight warning computer (FWC) to further protect against pilot induced rudder doublets.</p> <p>For the reasons described above, this AD requires installation and activation of the stop rudder input warning (SRIW) logic.</p> <p>In addition, this AD requires, prior to or concurrent with modification of an aeroplane with the activation of the SRIW, upgrades of the Flight Augmentation Computer (FAC) and Flight Warning Computer (FWC), to introduce the SRIW logic and SRIW aural capability, respectively. After modification, this AD prohibits installation of certain Part Number (P/N) FWC and FAC.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 48 months after the effective date of this AD, modify the pin programming to activate the SRIW logic in accordance with the instructions of Airbus Service Bulletin (SB) A320-22-1480.</li> <li>(2) Prior to, or concurrent with, modification of an aeroplane as required by paragraph (1) of this AD, identify the P/N of the FWC and of the FAC installed on the aeroplane and, if the FWC and/or FAC P/N installed on aeroplane is listed in Table 1 or Table 2 of Appendix 1 of this AD, replace the FWC and/or FAC, as applicable, with a unit having a P/N listed in the Table 3 of Appendix 1 of this AD in accordance with the instructions of Airbus SB A320-22-1375 (FAC 621 Hard B), or Airbus SB A320-22-1427 (FAC 622 Hard B), or Airbus SB A320-22-1461 (FAC 623 Hard B), or Airbus SB A320-22-1447 (FAC A02 Hard C), as applicable, and Airbus SB A320-31-1414 (FWC H2-F7).</li> <li>(3) An aeroplane on which Airbus modification (mod) 154473 has been embodied in production is compliant with the requirements of paragraphs (1) and (2) of this AD, provided that, since first flight of the aeroplane, no FWC or FAC having a P/N listed in Table 1 or Table 2, respectively, of Appendix 1 of this AD has been installed on that aeroplane.  If a post-mod 154473 aeroplane is found to be no longer in the correct configuration, before next flight after the effective date of this AD, restore the aeroplane to its correct configuration as specified in paragraph (2) of this AD.</li> <li>(4) After modification of an aeroplane as required by paragraph (1) of this AD, or restored as required by paragraph (3) of this AD, as applicable, do not install on that aeroplane a FWC or FAC having a P/N listed in Table 1 or Table 2, as applicable, of Appendix 1 of this AD.</li> <li>(5) Installation of a version (P/N) of the FWC or FAC approved after the effective date of this AD is equal to compliance with the requirements of paragraph (2) or (3) 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"> <li>(5.1) The version (P/N) must be approved by EASA, or approved under Airbus Design Organisation Approval (DOA); and</li> <li>(5.2) The installation must be accomplished in accordance with aeroplane modification instructions approved by EASA, or approved under Airbus DOA.</li> </ol> </li> </ol>
<p>Ref. Publications:</p>	<p>Airbus SB A320-22-1375 original issue dated 15 January 2014.  Airbus SB A320-22-1427 original issue dated 25 January 2013.  Airbus SB A320-22-1447 original issue dated 18 October 2013.  Airbus SB A320-22-1461 original issue dated 31 October 2013.  Airbus SB A320-22-1480 original issue dated 09 July 2014.  Airbus SB A320-31-1373 original issue dated 28 September 2012.  Airbus SB A320-31-1414 original issue dated 19 December 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 20 August 2014.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</li> </ol>

## Appendix 1

Table 1 – FWC P/N non-compatible with SRIW activation

350E017238484 (H1D1)	350E053020303 (H2E3)
350E016187171 (C5)	350E053020404 (H2E4)
350E017248685 (H1D2)	350E053020606 (H2F2)
350E017251414 (H1E1)	350E053020707 (H2F3)
350E017271616 (H1E2)	350E053021010 (H2F3P)
350E018291818 (H1E3CJ)	350E053020808 (H2F4)
350E018301919 (H1E3P)	350E053020909 (H2-F5)
350E018312020 (H1E3Q)	350E053021111 (H2-F6)
350E053020202 (H2E2)	

Table 2 – FAC P/N non-compatible with SRIW activation

B397AAM0202	B397BAM0305	B397BAM0514
B397AAM0301	B397BAM0406	B397BAM0515
B397AAM0302	B397BAM0407	B397BAM0616
B397AAM0303	B397BAM0507	B397BAM0617
B397AAM0508	B397BAM0508	B397BAM0618
B397AAM0509	B397BAM0509	B397BAM0619
B397AAM0510	B397BAM0510	B397BAM0620
B397BAM0101	B397BAM0511	B397CAM0101
B397BAM0202	B397BAM0512	B397CAM0102
B397BAM0203	B397BAM0513	
Soft P/N G2856AAA01 installed on hard P/N C13206AA00		

Table 3 – FWC and FAC minimum compatible with SRIW activation

Aeroplane Configuration	Required Installation
All, no sharklet	FAC P/N B397BAM0621 (621 hard B)
Sharklet A320 and A319	FAC P/N B397BAM0622 (622 hard B)
Sharklet A321	FAC P/N B397BAM0623 (623 hard B)
All	FAC soft P/N G2856AAA02 installed on hard P/N C13206AA00 (CAA02 hard C)
	FWC P/N 350E053021212 (H2-F7)