

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 15-037 Date: 10 April 2015 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.
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.	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A318, A319, A320 and A321 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	This AD cancels DGAC France AD 95-203-072 dated 11 October 1995; and supersedes DGAC France AD 2001-508 dated 17 October 2001, and AD F-2004-147 (EASA approval ref. 2004-8601) dated 18 August 2004.
ATA 27	Flight Controls – Elevator Aileron Computers – 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 (MSN).
Reason:	The latest elevator aileron computer (ELAC) standard, L97+, implements enhanced Angle of Attack (AOA) monitoring in order to better detect cases of AOA blockage, including multiple AOA blockage. Two ELAC L97+ versions are currently available, Part Number (P/N) 3945129109 with data loading capability, and P/N 39455128215 without the data loading capability. Three existing ADs requiring installation of earlier ELAC (software) have been identified and taken into account for cancellation by this new AD. For the reasons described above, this AD cancels DGAC France AD 95-203-072 (no requirements retained), and partially retains the requirements of DGAC France AD 2001-508, and AD F-2004-147 (EASA approval ref. 2004-8601), which are superseded, and requires replacement of all ELAC with ELAC L97+ standard.
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s)
and Compliance
Time(s):

Required as indicated, unless accomplished previously:

Restatement of (part of) the requirements of DGAC France AD 2001-508:

- (1) For certain A319 and A320 aeroplanes, as identified by MSN in Airbus Service Bulletin (SB) A320-27-1135, before 31 December 2002, replace all ELAC L80 units with ELAC L81 standard units in accordance with the instructions of Airbus SB A320-27-1135.

Restatement of (part of) the requirements of DGAC France AD F-2004-147:

- (2) For certain A321 aeroplanes, as identified by MSN in Airbus SB A320-27-1151 or SB A320-27-1152, before 31 December 2005, install ELAC L83 or L91 software, in accordance with the instructions of Airbus SB A320-27-1151 or Airbus SB A320-27-1152, as applicable.

New requirements of this AD:

- (3) Within the compliance time as defined in Table 1 of this AD, as applicable, replace each ELAC unit with an ELAC L97+ P/N 3945129100 unit with software P/N 3945129109 in accordance with the instructions of Airbus SB A320-27-1243.

Table 1 – ELAC L97+ Installation

Aeroplanes (all models)	Compliance Time (after the effective date of this AD)
A318 and A321 with UTAS AOA (see Note)	4 months
A319 and A320 with UTAS AOA (see Note)	9 months
All other aeroplanes	24 months

Note: Aeroplanes with UTAS (formerly Goodrich) AOA P/N 0861ED or P/N 0861ED2 installed in all 3 positions (Captain, First Officer and Standby).

- (4) Modification of an aeroplane by replacing existing ELAC units with ELAC L97+ P/N 3945128215 units in accordance with the instructions of Airbus SB A320-27-1244 is an acceptable method of compliance with the requirement of paragraph (3) of this AD for that aeroplane.
- (5) An aeroplanes with Airbus mod 156546 (installation of ELAC L97+ P/N 3945129109) embodied in production is not affected by the requirements of paragraphs (1) through (4) of this AD, provided it is determined that no ELAC having a P/N as listed in Appendix 1 of this AD has been installed on that aeroplane since its date of manufacture.
- (6) Installation of a version (P/N) of an ELAC unit approved after the effective date of this AD is equal to compliance with the requirements of paragraph (3) or (4) of this AD, provided the conditions as specified in paragraphs (6.1) and (6.2) of this AD are met.
- (6.1) The version (P/N) must be approved by EASA, or approved under Airbus Design Organisation Approval (DOA); and
- (6.2) The installation must be accomplished in accordance with aeroplane modification instructions approved by EASA, or approved under Airbus DOA.

	(7) Do not install on any aeroplane an ELAC unit having a P/N as listed in Appendix 1 of this AD, as required by paragraph (7.1) or (7.2) of this AD, as applicable. (7.1) For an aeroplane that, on the effective date of this AD, has an ELAC unit installed having a P/N as listed in Appendix 1 of this AD: After modification of an aeroplane as required by paragraph (3) of this AD. (7.2) For an aeroplane that, on the effective date of this AD, does not have an ELAC unit installed, having a P/N as listed in Appendix 1 of this AD: From the effective date of this AD.
Ref. Publications:	Airbus SB A320-27-1135 original issue dated 29 June 2001, or Revision 01 dated 31 August 2001, or Revision 02 dated 18 April 2002. Airbus SB A320-27-1151 original issue dated 09 March 2004, or Revision 01 dated 19 October 2004. Airbus SB A320-27-1152 original issue dated 04 June 2004, or Revision 01 dated 04 April 2006. Airbus SB A320-27-1243 original issue dated 17 March 2015. Airbus SB A320-27-1244 original issue dated 05 March 2015. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. This Proposed AD will be closed for consultation on 08 May 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.

Appendix 1 – No longer to be installed ELAC

P/N	Designation	FIN
3945122202	ELAC A320-111 Type Def.	2 CE 1 / 2
3945122203	ELAC L50C	2 CE 1 / 2
3945122303	ELAC L50C	2 CE 1 / 2
3945122304	ELAC L60	2 CE 1 / 2
3945122305	ELAC L61B	2 CE 1 / 2
3945122306	ELAC L61F	2 CE 1 / 2
3945122307	ELAC L62C	2 CE 1 / 2
C12370AA01	ELAC L68C	2 CE 1 / 2
3945122501	ELAC L69	2 CE 1 / 2
3945122502	ELAC L69J	2 CE 1 / 2
3945122503	ELAC L77	2 CE 1 / 2
3945122504	ELAC L78	2 CE 1 / 2
3945122505	ELAC A L80	2 CE 1 / 2
3945123505	ELAC A' L80	2 CE 1 / 2
3945122506	ELAC A L81	2 CE 1 / 2
3945123506	ELAC A' L81	2 CE 1 / 2
3945128102	ELAC B L81	2 CE 1 / 2
3945122507	ELAC A L82	2 CE 1 / 2
3945123507	ELAC A' L82	2 CE 1 / 2
3945128103	ELAC B L82	2 CE 1 / 2
3945122608	ELAC A L83	2 CE 1 / 2
3945123608	ELAC A' L83	2 CE 1 / 2
3945122609	ELAC A L84	2 CE 1 / 2
3945123609	ELAC A' L84	2 CE 1 / 2
3945128204	ELAC B L90L	2 CE 1 / 2
3945128205	ELAC B L90N	2 CE 1 / 2
3945128206	ELAC B L91	2 CE 1 / 2
3945129101	ELAC B L91 data loading	2 CE 1 / 2 SW1
3945128207	ELAC B L92 data loading	2 CE 1 / 2 SW1
3945128208	ELAC B L92L data loading	2 CE 1 / 2 SW1
3945128209	ELAC B L93	2 CE 1 / 2
3945129103	ELAC B L93 data loading	2 CE 1 / 2 SW1
3945128210	ELAC B L94	2 CE 1 / 2
3945129104	ELAC B L94 data loading	2 CE 1 / 2 SW1
3945128212	ELAC B L96	2 CE 1 / 2
3945129106	ELAC B L96 data loading	2 CE 1 / 2 SW1
3945129107	ELAC B L96 H-A data loading	2 CE 1 / 2 SW1
3945128214	ELAC B L97	2 CE 1 / 2
3945129108	ELAC B L97 data loading	2 CE 1 / 2 SW1