

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 15-115</p> <p>Date: 03 September 2015</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: AIRBUS	Type/Model designation(s): A318, A319, A320 and A321 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2014-0237R1 dated 05 December 2014.
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 were 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 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 (later revised), retaining the requirements of DGAC France AD 2001-362, which was superseded, and cancelling two other ADs, to require replacement of Thales Avionics pitot probes P/N C16195AA and P/N C16195BA.</p>

	<p>Since EASA AD 2014-0237R1 was issued, results of further analyses have determined that the compliance time (48 months) of that AD has to be reduced in relation to the risk assessment.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2014-0237R1, which is superseded, but reduces the compliance time.</p>
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) For A319, A320 and A321 aeroplanes, all certified models, all serial numbers, except aeroplanes having embodied Airbus modification 25998 in production: <p>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> (2) Within 24 months after 12 November 2014 [the effective date of EASA AD 2014-0237 at original issue], replace each Thales pitot probe P/N C16195AA and P/N C16195BA in accordance with the instructions of Airbus SB A320-34-1170. (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. (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>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> (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: <ol style="list-style-type: none"> (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. (5.2) For aeroplanes that do not have a Thales pitot probe P/N C16195AA or P/N C16195BA installed: from 12 November 2014 [the effective date of EASA AD 2014-0237 at original issue]. (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, provided the conditions as specified in paragraphs (6.1) and (6.2) of this AD are met. <ol style="list-style-type: none"> (6.1) The pitot probe P/N must be approved by EASA, or approved under Airbus DOA; and (6.2) The installation must be accomplished in accordance with aeroplane modification instructions approved by EASA, or approved under Airbus DOA.

Ref. Publications:	<p>Airbus SB A320-34-1127 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. This Proposed AD will be closed for consultation on 01 October 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.