



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-004R1

Issued: 27 July 2018

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2017-0257R1 dated 09 January 2018.

ATA 34 – Navigation – Back Up Speed Scale / Aircraft Flight Manual – Amendment

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, A320-251N, A320-271N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

AFM-DU: Airplane Flight Manual (AFM) Documentary Unit (DU) « NAV – ADR 1+2+3 FAULT »
reference: EMER-34-00007047

Groups: Group 1 aeroplanes are those that have Airbus modification (mod) 35871 embodied in production, or Airbus Service Bulletin (SB) A320-34-1397 or SB A320-34-1543 in service (introducing Air Data Monitoring and BUSS function), except aeroplanes which have also embodied Airbus mod 159281 in production, or Airbus SB A320-34-1658 or SB A320-34-1659 in service (installing



reversible BUSS function). Group 2 aeroplanes are those that are not Group 1, which have amended the AFM as previously required by EASA AD 2017-0257 at original issue.

Reason:

In extreme icing conditions, pitot probes may induce erroneous airspeed indications. To provide flight crews with reliable information on airspeed, Airbus developed a Back-up Speed Scale (BUSS and reversible BUSS, based on angle of attack (AoA) value) displayed on the Primary Flight Display (PFD), together with a PFD Back-Up Altitude Scale based on Global Positioning System (GPS) altitude. This BUSS function is intended to be used below flight level (FL) 250 only. Following new investigation related to AoA probes blockages, it was identified that, when two AoA sensors are adversely affected by icing conditions at the same time, data displayed on the BUSS could be erroneous.

This condition, if not corrected, could lead to an increased flight crew workload, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus established specific operational instructions to be applied by the flight crew under certain defined conditions. The relevant procedure was incorporated into the applicable A320 family AFM since 07 March 2017 (publication date). Consequently, EASA issued AD 2017-0257 (later revised) to require a one-time AFM amendment to introduce the additional operational procedure.

Since EASA AD 2017-0257R1 was issued, it was determined that aeroplanes on which Airbus SB A320-34-1543 (mod 154033) was embodied in service were inadvertently missing from the Applicability of the AD.

For the reason described above, this AD retains the requirements of EASA AD 2017-0257R1, which is superseded, and extends the Applicability to aeroplanes that embody Airbus SB A320-34-1543. This AD also requires removal of the AFM amendment, where it was mistakenly inserted in the AFM of an aeroplane not equipped with the BUSS function, prompted by the Applicability definition and requirements of EASA AD 2017-0257 at original issue.

This PAD has been revised to include reference to the AFM DU, removing the Appendix 1 (which included the amended procedure), and to require removal of the previous AFM amendment for certain aeroplanes.

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

Required as indicated, unless accomplished previously:

AFM Amendment:

- (1) For Group 1 aeroplanes: Within 30 days after the effective date of this AD, amend the applicable AFM by incorporating the AFM DU, inform all flight crews, and, thereafter, operate the aeroplane accordingly.
- (2) Amending the applicable AFM of an aeroplane to incorporate a later AFM revision, which includes the AFM DU, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.



- (3) For Group 2 aeroplanes: within 30 days after the effective date of this AD, remove the AFM amendment previously inserted in the applicable AFM as required by EASA AD 2017-0257 at original issue.

Credit:

- (4) Aeroplanes operated with an AFM revision dated 07 March 2017, or any subsequent revision, are compliant with the requirements of this AD.

Ref. Publications:

Airbus A318, A319, A320 and A321 AFM DU « NAV – ADR 1+2+3 FAULT » reference: EMER-34-00007047 dated 07 March 2017.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 10 August 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. 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.

