



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 19-047R1

**Issued:** 09 April 2019

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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):**

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:** None

## ATA 36 – Pneumatic – Bleed Monitoring Computer – Modification / Replacement

**Manufacturer(s):**

Airbus, formerly Airbus Industrie

**Applicability:**

Airbus A320-251N, A320-271N, A321-251N, A321-253N, A321-271N and A321-272N aeroplanes, all manufacturer serial numbers.

**Definitions:**

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

**The SB:** Airbus Service Bulletin (SB) A320-36-1078.

**Affected part:** Bleed monitoring computers (BMC), having software (SW) standard 3.2 (Part Number (P/N) LIE3DL70418AAAJ), SW standard 4.0 (P/N LIE3BL70418AAAL), SW standard 4.1 (P/N LIE3AL70418AAAM), or SW standard 4.2 (P/N LIE39L70418AAAN) installed.

**Serviceable part:** BMC having SW standard 4.3 (P/N LIE27L70418AAAP) or later SW standard installed.



**Groups:** Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed.

**Reason:**

During some flight tests of A320 and A321 NEO (new engine option) aeroplanes, the regulated bleed temperature was measured above the design target with a temperature regulation shift phenomenon. The investigation results show that incorrect temperature regulation can degrade pneumatic system components located downstream of the pre-cooler.

This condition, if not corrected, could lead to hot air leakage and consequent bleed loss, possibly resulting in reducing on the system equipment safety margin.

To address this potential unsafe condition, Airbus developed an improved BMC SW, and issued the SB A320-36-1078 to provide instructions for BMC SW uploading.

For the reasons described above, this AD requires modification of the affected parts and prohibits (re)installation of affected parts.

This PAD is republished to correct typographical errors in the definition of affected part (P/N).

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

Required as indicated, unless accomplished previously:

**Modification:**

- (1) For Group 1 aeroplanes: Within 36 months after the aeroplane date of manufacture, upload BMC SW standard 4.3 on each affected part on an aeroplane, in accordance with the instructions of the SB.
- (2) Uploading a BMC SW standard later than 4.3 on each affected part on an aeroplane is an acceptable alternative method to comply with the requirements of paragraph (1) of this AD for that aeroplane. This can be accomplished in accordance with instructions published by Airbus.

**Part(s) Installation:**

- (3) Do not install on any aeroplane any affected part as required by paragraph (3.1) or (3.2) of this AD, as applicable.
  - (3.1) For Group 1 aeroplanes: After modification of an aeroplane as required by paragraph (1) of this AD.
  - (3.2) For Group 2 aeroplanes: From the effective date of this AD.

**Ref. Publications:**

Airbus SB A320-36-1078 original issue dated 07 May 2018 or Revision 01 dated 07 February 2019.

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 24 April 2019.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:account.airworth-eas@airbus.com).

