


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2011-0203</b></p> <p><b>Date: 13 October 2011</b></p> <p>Note: This Airworthiness Directive (AD) 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>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A318, A319, A320 and A321 aeroplanes</p>
TCDS Number :	EASA.A.064
Foreign AD :	Not applicable
Supersedure :	None
<b>ATA 34</b>	<b>Navigation – Angle of Attack (AoA) Probes – Replacement</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, A320-111, 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 Airbus Final Assembly Line flight tests, AoA data from two different aeroplanes were found inaccurate, which was confirmed by flight data analysis.</p> <p>Investigation conducted by Airbus and Thales on the removed probes revealed oil residue between the stator and the rotor parts of the AoA vane position resolvers. This oil residue was the result of incorrect removal of machining oil during the manufacturing process of the AoA resolvers. At low temperatures, this oil residue becomes viscous (typically in cruise), causing delayed and/or reduced AoA vane movement. Multiple AOA probes could be simultaneously affected, providing incorrect indications of the AoA of the aeroplane.</p> <p>This condition, if not corrected, could lead to erroneous AoA information and consequent delayed or non-activation of the AoA protection systems which, during flight at a high angle of attack, could result in reduced control of the aeroplane.</p> <p>For the reasons described above, this AD requires the identification of the serial number (s/n) of each installed Thales Avionics Part Number (P/N) C16291AA AoA probe and the replacement of all suspect units with</p>

	serviceable ones. This AD also prohibits the (re)installation of these same s/n probes on any aeroplane, unless corrective measures have been accomplished.
Effective Date:	27 October 2011
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 12 months after the effective date of this AD, replace each Thales Avionics P/N C16291AA AoA probe installed on the aeroplane, if identified to have a s/n as listed in Thales Avionics Service Bulletin (SB) C16291A-34-007 Revision 01, in accordance with the instructions of Airbus SB A320-34-1452. A review of aeroplane maintenance records is acceptable to determine the P/N and s/n of the installed AoA probes, provided the P/N and s/n of the installed AoA probes can be conclusively identified from that review.</li> <li>(2) An aeroplane on which Airbus modification (mod.) 150006 (installation of Thales Avionics AoA probes P/N C16291AB) or mod. 26934 (installation of Goodrich AoA probes P/N 0861ED) has been embodied in production and on which no AoA probe replacement has been made since first flight, is not affected by the requirement of paragraph (1) of this AD.</li> <li>(3) From the effective date of this AD, do not install on an aeroplane a Thales Avionics P/N C16291AA AoA probe having a s/n as listed in Thales SB C16291A-34-007 Revision 01, unless it has passed the inspection in accordance with the instructions of Thales SB C16291A-34-007 Revision 01.</li> </ol>
Ref. Publications:	<p>Airbus SB A320-34-1452 original issue dated 29 January 2010.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>Thales SB C16291A-34-007 Revision 01 dated 03 December 2009.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 10 August 2011 as PAD 11-084 for consultation until 07 September 2011. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</li> <li>3. Enquiries regarding this AD 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>4. For any question concerning the technical content of the requirements in this AD, 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>