


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	<p>PAD No.: 11-084</p> <p>Date: 10 August 2011</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>		
Type Approval Holder's Name :		Type/Model designation(s) :
AIRBUS		A318, A319, A320 and A321 aeroplanes
TCDS Number :	EASA.A.064	
Foreign AD :	Not applicable	
Supersedure :	None	
ATA 34	Navigation – Angle of Attack (AoA) 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, A320-111, 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, if 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)</p>	

	C16291AA AoA probe and the replacement of all suspect units with 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:	[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) Within 6 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, unless it has the marking "E" recorded on its amendment plate, in accordance with the instructions of Airbus Service Bulletin (SB) A320-34-1452. (2) Aeroplanes 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 replacements have been made since first flight are not affected by the requirement of paragraph (1) of this AD. (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.
Ref. Publications:	<p>Airbus Service Bulletin A320-34-1452 original issue dated 29 January 2010.</p> <p>The use of later approved revisions of these documents 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"> 1. This Proposed AD will be closed for consultation on 07 September 2011. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive 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.