	AIRWORTHINESS DIRECTIVE No F-2004-122	Distribution: B	Issue date: July 21, 2004	Page : 1/2
Direction générale de l'aviation civile France	This Airworthiness Directive is published by the DGAC: <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
GSAC publication	<i>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.</i>			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A318, A319, A320 and A321 aircraft		
Type certificate(s) No. 180 TCDS No 180				
ATA chapter: 27	Subject: Flight controls - Spoiler actuators			

1. EFFECTIVITY:

AIRBUS A318, A319, A320 and A321 aircraft, all certified models, all serial numbers, fitted with GOODRICH spoiler actuators PN 31077-050, -060, -070, -110 or -112.

2. REASONS:

Following an in-flight loss of blue hydraulic system, maintenance staff identified on an A320 that right hand Spoiler Actuator No 3 had suffered a body separation.

Analysis has shown that the piston rod bearing was broken.


Dimensional analysis of the piston rod bearing seal groove radii has shown that all radii were smaller than the drawing specification. This malformation of the corner radii could result in a reduction in the fatigue life of the component.

The root cause of this defect is due to an incorrect manufacturing process.

A spoiler piston rod bearing breakage experienced during aircraft operation can lead to the associated hydraulic system loss and spoiler extension to the zero hinge moment in flight.

The spoiler extension generates bank angle and consequently modify the A/C trajectory. The critical consequences are identified for the final approach phase, the magnitude dependant upon the position of the failed spoiler (No.).

This Airworthiness Directive (AD) renders mandatory the replacement, in two phases, of the above mentioned spoiler actuators PN's ; the critical positions must be replaced first.

	AIRWORTHINESS DIRECTIVE No F-2004-122	Distribution: B	Issue date: July 21, 2004	Page: 2/2
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3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

3.1. Before July 31, 2005, unless already accomplished, identify the spoiler actuator PN for:

- position No 2, 3, 4, 5 for A318 and A319,
- position No 2 for A320,
- position No 2, 3 and 4 for A321,

and if necessary, apply the corrective actions in accordance with the instructions of the AIRBUS Service Bulletin (SB) A320-27-1158.

3.2. Before January 31, 2007, unless already accomplished, identify the spoiler actuator PN for:

- position No 1 for A318 and A319,
- position No 1 and 3 for A320 having not received AIRBUS modification 26335 and on which SB A320-27-1115 is not accomplished,
- position No 1, 3, 4 and 5 for A320 having received AIRBUS modification 26335 or on which SB A320-27-1115 is accomplished,
- position No 1 and 5 for A321,

and if necessary, apply the corrective actions in accordance with the instructions of SB A320-27-1159.

4. **REFERENCE PUBLICATIONS:**

AIRBUS Service Bulletin A320-27-1158.
AIRBUS Service Bulletin A320-27-1159.
Any later approved revision of these SB's is acceptable.

5. **EFFECTIVE DATE:**

July 31, 2004.

6. **REMARK:**

For questions concerning the technical contents of this AD' s requirements, contact:

AIRBUS SAS - Bureau de Navigabilité - EAS - Fax : 33 5 61 93 44 51.

7. **APPROVAL:**

This AD is approved under EASA reference No 2004-7520 dated July 13, 2004.