


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2010-0046</p> <p>Date: 19 March 2010</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>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A318, A319, A320 and A321 aeroplanes</p>
TCDS Number :	EASA.A.064
Foreign AD :	Not applicable
Supersedure :	This AD supersedes EASA AD 2008-0149 dated 05 August 2008.
ATA 27	Flight Controls – Elevator Servo-Control Rod Eye-end – Inspection
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 models, all manufacturer serial numbers.
Reason:	<p>One case of elevator servo-control disconnection has been experienced on an aeroplane of the A320 family. Investigation has revealed that the failure occurred at the servo-control rod eye-end.</p> <p>Further to this finding, additional inspections have revealed cracking at the same location on a number of other servo-control rod eye-ends. In several cases, both actuators of the same elevator surface were affected. The root cause of the cracking has not yet been determined and tests are ongoing.</p> <p>A dual servo-control disconnection on the same elevator could result in an uncontrolled surface, the elevator surface being neither actuated nor damped, which could lead to reduced control of the aeroplane.</p> <p>To address this unsafe condition, EASA AD 2008-0149 was issued to require a one-time inspection of the elevator servo-control rod eye-ends for aeroplanes which have accumulated more than 10 000 total Flight Cycles (FC) since aeroplane first flight and, in case of findings, the accomplishment of corrective actions. As a result of this one-time inspection campaign, a significant number of rod eye-ends have been found cracked. In addition, some cracks have been reported on rod eye-ends that had not yet accumulated the 10 000 FC of the</p>

	<p>established threshold.</p> <p>For the reason described above, this AD partially retains the initial inspection requirement of EASA AD 2008-0149, which is superseded, reduces the compliance time of the initial inspections and introduces a repetitive inspection program.</p>
Effective Date:	02 April 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated :</p> <p>(1) For aeroplanes which, on 19 August 2008 [the effective date of EASA AD 2008-0149], have accumulated 10 000 total FC or more since aeroplane first flight:</p> <p>(1.1) Unless accomplished previously, within 1 500 FC after 19 August 2008 [the effective date of EASA AD 2008-0149], inspect both left-hand (LH) and right-hand (RH) inboard elevators servo-control rod eye-ends in accordance with the instructions of Airbus Service Bulletin (SB) A320-27A1186 Revision 05.</p> <p>(1.2) Unless accomplished previously, within 3 000 FC after 19 August 2008 [effective date of EASA AD 2008-0149], inspect both LH and RH outboard elevators servo-control rod eye-ends in accordance with the instructions of Airbus SB A320-27A1186 Revision 05.</p> <p>(2) For aeroplanes other than those identified in paragraph (1) of this AD :</p> <p>(2.1) Unless accomplished previously,</p> <ul style="list-style-type: none"> - prior to the accumulation of 5 000 total FC since aeroplane first flight, or - within 20 months after the effective date of this AD without exceeding 11 500 total FC since aeroplane first flight, <p>whichever occurs later,</p> <p>inspect both LH and RH inboard elevators servo-control rod eye-ends in accordance with the instructions of Airbus SB A320-27A1186 Revision 05.</p> <p>(2.2) Unless accomplished previously,</p> <ul style="list-style-type: none"> - prior to the accumulation of 7 500 total FC since first flight, or - within 40 months after the effective date of this AD without exceeding 13 000 total FC since aeroplane first flight, <p>whichever occurs later,</p> <p>inspect both LH and RH outboard elevators servo-control rod eye-ends in accordance with the instructions of Airbus SB A320-27A1186 Revision 05.</p> <p>(3) For all aeroplanes, repeat one time the inspections defined in paragraph (1) and (2) of this AD within :</p> <ul style="list-style-type: none"> - 5 000 FC after the last inspection, or - 6 months after the effective date of this AD, <p>whichever occurs later.</p> <p>(4) Thereafter, for all aeroplanes, repeat the inspections defined in paragraph (1) and (2) of this AD at intervals not to exceed 5 000 FC after the last inspection.</p> <p>(5) In case of findings during the first or the repetitive inspections defined in paragraph (1), (2), (3) or (4) of this AD, before next flight, apply the relevant</p>

	<p>corrective actions in accordance with the instructions of Airbus SB A320-27A1186 Revision 05.</p> <p>(6) Aeroplanes that have passed the inspections of the LH and RH inboard or outboard elevators servo-control rod eye-ends, prior to the effective date of this AD, in accordance with the instructions of Airbus AOT A320-27A1186 at original issue or any later revision are compliant with the requirements of the paragraph (1) or (2) of this AD, as applicable. The repetitive inspections required by paragraph (3) and (4) of this AD remain applicable.</p> <p>(7) After the effective date of this AD, do not install an elevator servo-control rod eye-end unless the part:</p> <ul style="list-style-type: none"> - is new or - has been inspected, since its last removal from an aeroplane, in accordance with Airbus SB A320-27A1186 Revision 05 or Goodrich SB 31075-27-21 Revision 2 or Airbus AOT 27A1186 at original issue.
Ref. Publications:	<p>Airbus All Operators Telex (AOT) A320-27A1186 at original issue.</p> <p>Airbus Service Bulletin (SB) A320-27A1186 Revision 05.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> <p>Goodrich SB 31075-27-21 Revision 2.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EAS Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.