EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0209 **Date: 14 October 2010** 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.

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].

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 :	This AD supersedes DGAC France AD F-2005-139 dated 03 August 2005, approved under EASA reference No 2005-6114.

ATA 27 / 57	**Flight Controls / Wings – Inboard Flap Trunnion and Sliding Panel – 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 aeroplane models, all serial numbers that have received Airbus modification (mod.) 26495 in production or Airbus Service Bulletin (SB) A320-27-1117 in service, except those having received Airbus mod. 38211 or mod. 150004 in production.
Reason:	Several A320 operators reported wear damage on the unprotected area of the inboard flap trunnion. This wear damage is generated by the hook of the sliding panel which moves out the protection pad during flap operation. The inboard flap trunnion wear associated with a drive failure at flap track 2 or associated with a hard jam at flap track 1 could lead to the loss of inboard flap surface control. Consequently, a free moveable flap could detach from the wing, possibly resulting in damage to the aeroplane and injury to persons on the ground. DGAC France issued AD F-2005-139 to require repetitive inspections of the inboard flap trunnions and sliding panels. Since that AD was issued, Airbus has developed a new sliding panel with a modified attachment to prevent wear issues experienced with the previous design that is introduced by Airbus SB 57-1147 (mod. 38211) for A318/A319 and A320 aeroplanes and Airbus SB 57-1158 (mod. 150004) for A321 aeroplanes.

	The present AD retains the requirements of DGAC France AD F-2005-139, which is superseded, and introduces this modification as an optional terminating action for the repetitive inspection requirements of this AD.
Effective Date:	28 October 2010
Required Action(s) and Compliance Time(s):	Required as indicated: (1) Unless already accomplished, within 4 000 flight hours (FH) since the aeroplane first flight, or within 4 000 FH since the application of Airbus SB A320-27-1117, or within 600 FH after 13 august 2005 (the effective date of DGAC France AD F-2005-139), whichever occurs later, inspect the trunnion and the sliding panel of each inboard flap in accordance with the instructions of Airbus SB A320-57-1133 Revision 05. (2) After the initial inspection as required by paragraph (1) of this AD, at intervals not to exceed those defined in Airbus SB A320-57-1133 Revision 05, for each inboard flap, repeat the inspection of paragraph (1) of this AD. (3) If, during any inspection as required by paragraph (1) and (2) of this AD, damage is found, within the time period defined in Airbus SB A320-57-1133 Revision 05, as applicable, accomplish the associated corrective action(s) in accordance with the instructions of Airbus SB A320-57-1133 Revision 05. Corrective action as required by paragraph (3) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (2) of this AD. (4) Inspections and corrective actions, accomplished before the effective date of this AD, in accordance with the instructions of Airbus SB A320-57-1133 Revision 03 or Revision 04, are considered acceptable for compliance with the requirements of paragraphs (1), (2) and (3) of this AD. After the effective date of this AD, the repetitive inspections and corrective actions must be accomplished in accordance with the instructions of Airbus SB A320-57-1133 at Revision 05. (5) Modification of an aeroplane in accordance with the instructions of Airbus SB A320-57-1147 at original issue or Revision 01 or Revision 02 or Revision 03 (for A318, A319 and A320 aeroplanes), or in accordance with the instructions of Airbus SB A320-57-1158 at original issue (for A321 aeroplanes), as applicable to aeroplane model, constitutes terminating action for the repetitive inspection requirements of this AD for that aeroplane.
Ref. Publications:	Airbus SB A320-57-1133 Revision 03, Revision 04 or Revision 05. Airbus SB A320-57-1147 at original issue, Revision 01 or Revision 02 or Revision 03. Airbus SB A320-57-1158 at original issue. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 10 August 2010 as PAD 10-081 for consultation until 07 September 2010. No comments were received during the consultation period. 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: account.airworth-eas@airbus.com.