


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2008-0149</b></p> <p><b>Date: 05 August 2008</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>
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 21(4) exemption].	
<b>Type Approval Holder's Name :</b> AIRBUS	<b>Type/Model designation(s) :</b> A318, A319, A320 and A321 aircraft
TCDS Number : EASA.A.064	
Foreign AD : Not applicable	
Supersedure : None	
<b>ATA 27</b>	<b>Flight Controls - Elevator Servo-Control Rod Eye-end – Inspection</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 aircraft, all manufacturer serial numbers.
Reason:	<p>One case of elevator servo-control disconnection has been experienced on an aircraft of the A320 family. Failure occurred at the servo-control rod eye-end. Further to this finding, additional inspections have revealed cracking at the same location on a number of other servo-control rod eye-ends. In one case, both actuators of the same elevator surface were affected. The root cause of the cracking has not yet been determined and tests are ongoing. It is anticipated that further actions will be required.</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 aircraft.</p> <p>For the reason described above, this EASA AD requires a one-time inspection of the elevator servo-control rod eye-ends and, in case of findings, the accomplishment of corrective actions.</p>
Effective Date:	19 August 2008

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless previously accomplished, although not before accumulation of 10 000 Flight Cycles (FC) since aircraft first flight:</p> <p>(1) For aircraft which have accumulated 10 000 FC or more since first flight at the effective date of this AD:</p> <ul style="list-style-type: none"> <li>- Within 1 500 FC or 200 days, whichever occurs first after the effective date of this AD, inspect both LH and RH inboard elevator servo-control rod eye-ends in accordance with the instructions of AIRBUS All Operators Telex (AOT) A320-27A1186.</li> <li>- Within 3 000 FC or 400 days, whichever occurs first after the effective date of this AD, inspect both LH and RH outboard elevator servo-control rod eye-ends in accordance with the instructions of AOT A320-27A1186.</li> </ul> <p>(2) For aircraft which have accumulated less than 10 000 FC since first flight at the effective date of this AD:</p> <ul style="list-style-type: none"> <li>- Within 1 500 FC or 200 days from reaching the threshold of 10 000 FC, whichever occurs first, inspect both LH and RH inboard elevator servo-control rod eye-ends in accordance with the instructions of AOT A320-27A1186.</li> <li>- Within 3 000 FC or 400 days from reaching the threshold of 10 000 FC, whichever occurs first, inspect both LH and RH outboard elevator servo-control rod eye-ends in accordance with the instructions of AOT A320-27A1186.</li> </ul> <p>(3) In case of findings, before next flight, contact AIRBUS and accomplish the relevant corrective actions in accordance with the instructions of AOT A320-27A1186.</p> <p>(4) Within 40 days after accomplishment of each inspection as required by this AD, report the results, including no findings, to AIRBUS.</p> <p>(5) After the effective date of this AD, no person shall install an elevator servo-control rod eye-end on any aircraft, unless it has been inspected in accordance with the instructions of AOT A320-27A1186.</p>
<p>Ref. Publications:</p>	<p>AIRBUS All Operators Telex (AOT) A320-27A1186 Original issue dated 23 June 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<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 04 July 2008 as PAD 08-079 for consultation until 18 July 2008. 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 Airworthiness Directives, Safety Management &amp; Research Section, Certification 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 - EAS, E-mail: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</li> </ol>