


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 08 – 079</p> <p>Date: 04 July 2008</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 : AIRBUS	Type/Model designation(s) : A318, A319, A320 and A321 aircraft
TCDS Number : EASA A.064	
Foreign AD : Not applicable.	
Supersedure : None	
ATA 27	Flight controls – Elevator Servocontrol Rod Eye-end – Inspection
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	<p>AIRBUS A318, A319, A320 and A321 aircraft, all certified models, all manufacturer serial numbers.</p> <p>Reminder: It is the responsibility of the operator to ensure that any servocontrol rod eye-end replaced on aircraft after having complied with this Airworthiness Directives (AD), still complies with the requirement of this AD.</p>
Reason:	<p>One case of elevator servocontrol disconnection has been experienced on an aircraft of the A320 family. Failure occurred at the servocontrol rod eye-end.</p> <p>Further to this finding, additional inspections have revealed cracking at the same location on a number of other servocontrol rod eye-ends. In one case both actuators of the same elevator surface were affected.</p> <p>The root cause of the cracking has not yet been determined and tests are ongoing. It is anticipated that further mandatory requirements will be required.</p> <p>A dual servocontrol disconnection on the same elevator could result in an uncontrolled surface leading to the loss of aircraft controllability (the elevator surface being neither actuated nor damped), which constitutes an unsafe condition.</p>

	The purpose of this AD is to call for a one-time inspection to reduce the risk of dual servocontrol disconnection.
Effective Date:	TBD: 14 days after final AD issue date
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless previously accomplished, not before accumulation of 10 000 Flight Cycles (FC) since aircraft first flight:</p> <ol style="list-style-type: none"> For aircraft which have accumulated more than 10 000 FC from first flight at the effective date of this AD: <ul style="list-style-type: none"> - within 1 500 FC or 200 days from the effective date of this AD whichever occurs first, inspect both LH and RH inboard elevator servocontrol rod-end in accordance with instructions of AIRBUS All Operators Telex (AOT) A320-27A1186. - within 3 000 FC or 400 days from the effective date of this AD whichever occurs first, inspect both LH and RH outboard elevator servocontrol rod-end in accordance with instructions of AOT A320-27A1186. For aircraft which have accumulated less than 10 000 FC from first flight at the effective date of this AD: <ul style="list-style-type: none"> - within 1 500 FC or 200 days from the threshold of 10 000 FC whichever occurs first, inspect both LH and RH inboard elevator servocontrol rod-end in accordance with instructions of AOT A320-27A1186. - within 3 000 FC or 400 days from the threshold of 10 000 FC whichever occurs first, inspect both LH and RH outboard elevator servocontrol rod-end in accordance with instructions of AOT A320-27A1186. In case of findings, before next flight accomplish the relevant corrective actions in accordance with AOT A320-27A1186. Within 40 days after accomplishment of these inspections, report the results, including no findings, to AIRBUS.
Ref. Publications:	<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>
Remarks :	<ol style="list-style-type: none"> This Proposed AD will be closed for consultation on 18 July 2008. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu For any questions concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EAS, E-mail: account.airworth-eas@airbus.com.