


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 10-081</p> <p>Date: 10 August 2010</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.</p> <p>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 :	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:	<p>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.</p> <p>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.</p> <p>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.</p>

	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:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated:</p> <ol style="list-style-type: none"> (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:	<p>Airbus SB A320-57-1133 Revision 03, Revision 04 or Revision 05.</p> <p>Airbus SB A320-57-1147 at original issue, Revision 01 or Revision 02 or Revision 03.</p> <p>Airbus SB A320-57-1158 at original issue.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 07 September 2010. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: account.airworth-eas@airbus.com.