


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 11-025</p> <p>Date: 25 February 2011</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 :	Type/Model designation(s) :
AIRBUS	A318, A319, A320 and A321 aeroplanes
TCDS Number :	EASA.A.064
Foreign AD :	Not applicable
Supersedure :	None
ATA 27	Flight Controls – Flap Interconnecting Strut – Identification / Modification / Replacement
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>The flap interconnecting strut is a safety device of the High Lift System which acts as an alternative load path from one flap surface to another in case of a flap drive system disconnection. In such a failure case, the installed proximity sensors provide information to the slat flap control computer (SFCC) and the operation of the flap drive system is inhibited.</p> <p>A recent engineering investigation has shown that, when a certain combination of target/sensor serial number (s/n) is installed on a flap interconnecting strut, a "target FAR" signal cannot be detected when reaching the mechanical end stop of the interconnecting strut.</p> <p>This condition, if not corrected, could cause a flap down drive disconnection to remain undetected, due to an already-failed interconnecting strut sensor, potentially resulting in asymmetric flap panel movement and consequent loss of control of the aeroplane.</p> <p>For the reason described above, this AD requires the identification and replacement of struts that have a certain target/sensor s/n combination installed.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

<p>Required action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless already accomplished :</p> <p>(1) Within 8 000 flight hours (FH) after the effective date of this AD, accomplish the following actions in accordance with the instructions of Airbus Service Bulletin (SB) A320-27-1206:</p> <p>(1.1) Determine the Part Number (P/N) of the Interconnecting Struts installed on both left-hand (LH) and right-hand (RH) wing on the aeroplane.</p> <p>(1.2) If an interconnecting strut is installed with a P/N as listed in Table 1 of this AD, identify the P/N and the s/n of the associated target and proximity sensor and, depending on the target and proximity sensor P/N and s/n combination, within the compliance times defined in Appendix 1 of this AD, carry out the actions specified in Appendix 1 for that interconnecting strut.</p> <p style="text-align: center;">Table 1</p> <table border="1" data-bbox="691 678 1273 1014"> <thead> <tr> <th>Interconnecting Strut Part Numbers:</th> </tr> </thead> <tbody> <tr> <td>D 575-70305-000-00</td> </tr> <tr> <td>D 575-70305-001-00</td> </tr> <tr> <td>D 575-70305-002-00</td> </tr> <tr> <td>D 575-70305-006-00</td> </tr> <tr> <td>D 575-70305-008-00</td> </tr> <tr> <td>D 575-70322-000-00</td> </tr> </tbody> </table> <p>(2) Aeroplanes on which Airbus modification (mod) 27956 has been embodied in production, and on which no interconnecting strut replacement and/or modifications have been made since first flight are not affected by the requirements of paragraph (1) of this AD.</p> <p>(3) From the effective date of this AD, do not install an interconnecting strut with a P/N as identified in Table 1 of this AD on an aeroplane, unless it has been determined to be in compliance with the requirements of this AD.</p>	Interconnecting Strut Part Numbers:	D 575-70305-000-00	D 575-70305-001-00	D 575-70305-002-00	D 575-70305-006-00	D 575-70305-008-00	D 575-70322-000-00
Interconnecting Strut Part Numbers:								
D 575-70305-000-00								
D 575-70305-001-00								
D 575-70305-002-00								
D 575-70305-006-00								
D 575-70305-008-00								
D 575-70322-000-00								
<p>Ref. Publications:</p>	<p>Airbus Service Bulletin A320-27-1206 at original issue.</p> <p>Airbus Service Bulletin A320-57-1164 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>							
<p>Remarks :</p>	<p>1. This Proposed AD will be closed for consultation on 25 March 2011.</p> <p>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.</p> <p>3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com</p>							

**Appendix 1 – Action(s) and Compliance Time(s) for
Targets P/N ABS0121-13 and P/N 8-536-01**

Configuration / condition			Action and Compliance time
Target serial number	Proximity sensor P/N and s/n		
s/n with last 4 digits 1600 or lower, or s/n unreadable	P/N ABS0121-31 or P/N 8-372-04	s/n between C59198 and C59435, or s/n C500000 or higher	Before next flight (see exception in Note 1 below), replace the interconnecting strut with a serviceable unit (see Note 2 below) in accordance with the instructions of Airbus SB A320-27-1206
s/n with last 4 digits is higher than 1600	All P/N	All s/n	Within 8 000 FH after the effective date of this AD, re-identify the interconnecting strut in accordance with the instructions of Airbus SB A320-57-1164.

Note 1: If the interconnecting strut cannot be replaced, before next flight, inspect the flap down drive in accordance with the instructions of Airbus SB A320-27-1206 and, if no discrepancy is found, within 50 flight cycles after the inspection, replace the interconnecting strut with a serviceable unit (see **Note 2** below) If discrepancies are detected during the inspection, the replacement must be accomplished before next flight.

Note 2: For the purpose of this AD, an Interconnecting Strut which has been determined to be in compliance with the requirements of this AD.