


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 11-025R1	
	Date: 28 November 2011	
<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 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, 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> <p>This PAD has been revised to add two interconnecting strut Part Numbers to</p>

	Table 1 of this AD, and to correct the affected target serial numbers in Appendix 1 of this AD.									
Effective Date:	[TBD: 14 days after final AD issue date]									
Required Action(s) and Compliance Time(s):	<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 Revision 01:</p> <p>(1.1) Determine the Part Number (P/N) of the Interconnecting Struts installed on both left-hand (LH) and right-hand (RH) wings 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, for the target and proximity sensor P/N and s/n combination as defined in Appendix 1 of this AD, within the compliance times defined in Appendix 1 of this AD, carry out the actions specified in Appendix 1 of this AD for that interconnecting strut.</p> <p style="text-align: center;">Table 1</p> <table><tr><th>Interconnecting Strut Part Numbers:</th></tr><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 575-70305-010-00</td></tr><tr><td>D 575-70305-012-00</td></tr><tr><td>D 575-70322-000-00</td></tr></table> <p>(1.3) A review of aeroplane maintenance records is acceptable to determine the P/N of the installed interconnecting struts and the P/N and s/n of the associated target and proximity sensor, in lieu of the instructions of Airbus SB A320-27-1206 revision 01, if the P/N of the installed interconnecting struts and the P/N and the s/n of the associated target and proximity sensor can be conclusively identified from that review.</p> <p>(2) Aeroplanes on which Airbus modification (mod) 27956 has been embodied in production, and on which no interconnecting strut replacement with a strut with a P/N as identified in Table 1 of this AD has been made since first flight, are not affected by the requirements of paragraph (1) of this AD.</p> <p>(3) For aeroplanes that have already been inspected, prior to the effective date of this AD, in accordance with the instructions of Airbus SB A320-27-1206 at original issue, within the compliance time defined in paragraph (1) of this AD, accomplish the additional work as defined in Airbus SB A320-27-1206 at Revision 01, unless a review of aeroplane maintenance records can conclusively determine that no interconnecting strut P/N D 575-70305-010-00 or P/N D 575-70305-012-00 is installed.</p> <p>(4) From the effective date of this AD, do not install or modify 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 575-70305-010-00	D 575-70305-012-00	D 575-70322-000-00
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D 575-70322-000-00										

Ref. Publications:	Airbus Service Bulletin A320-27-1206 Revision 01 dated 10 October 2011. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 12 December 2011. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 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.

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 is lower than 1600, 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 Revision 01.
s/n is 1600 or higher	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 A320-27-1206 Revision 01.

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 Revision 01 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, a serviceable interconnecting strut is a unit which has been determined to be in compliance with the requirements of this AD.