


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0012</p> <p>Date: 23 January 2012</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>
<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 14(4) exemption].</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, 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:	06 February 2012

<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 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 border="1" data-bbox="687 707 1268 1093"> <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 575-70305-010-00</td></tr> <tr><td>D 575-70305-012-00</td></tr> <tr><td>D 575-70322-000-00</td></tr> </tbody> </table> <p>(1.3) A review of aeroplane maintenance records is acceptable to determine the P/N of the installed interconnecting struts and/or 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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<p>Ref. Publications:</p>	<p>Airbus SB A320-27-1206 Revision 01 dated 10 October 2011.</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>	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p>									

	<p>2. This AD was posted on 25 February 2011 as PAD 11-025 for consultation until 25 March 2011 and republished on 28 November as PAD 11-025R1 for additional consultation until 12 December 2011. The Comment Response Document can be found at http://ad.easa.europa.eu.</p> <p>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu.</p> <p>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.</p>
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**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.