

Airbus Industrie A319, A320 and A321 Series Aeroplanes

AD/A320/46
Amdt 4

Inboard Flap Trunnion

11/99

Applicability: A319, A320, and A321 aircraft, all models and serial numbers; without Airbus Industrie modification 26495 installed at production or Service Bulletin A320-27-1117 incorporated.

Requirement: Action in accordance with the technical requirements of DGAC AD 1996-271-092 (B) R3.

Note: Airbus Industrie Service Bulletins A320-27-1066 Revision 5, -1050, -1097 Revision 2, -1108 Revision 3, and -1117 refer.

Compliance: As specified in the Requirement document for the initial and repetitive inspection requirements.

This Amendment becomes effective on 4 November 1999.

Background: An operator reported wear marks 0.118 inches deep in the inboard flap attachment trunnion caused by chafing of the sliding panel drive chain. This could lead to rupture of the trunnion primary load path and subsequently adversely influence the fatigue life of the secondary load path. Inspection of the trunnion will ensure that the critical depth is not reached.

Amendment 1 amended the applicability, and included inspections for all mod. states across the various aircraft. Amendment 2 reflected a revision of the DGAC AD which introduced revised requirement documents. Amendment 3 clarified applicability.

Amendment 4 is issued in response to a new DGAC AD which introduces revisions of the related service bulletins and clarifies compliance requirements.

Amendment 3 of this Airworthiness Directive became effective on 17 June 1999.

Amendment 2 of this Airworthiness Directive became effective on 1 January 1998.

The original issue of this Airworthiness Directive became effective on 27 April 1995.