

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2010-0149</b></p> <p><b>Date: 21 July 2010</b></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>	
<p><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A320 aeroplanes</p>
<p>TCDS Number : EASA.A.064</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
<b>ATA 27</b>	<b>Flight Controls – Elevator Aileron Computer (ELAC) System Power Supply – Modification</b>
<p>Manufacturer(s): Airbus (formerly Airbus Industrie)</p>	
<p>Applicability: Airbus A320-214, A320-216, A320-232 and A320-233 aeroplanes, all manufacturer serial numbers on which Airbus modification (MOD) 38310 has been embodied in production.</p>	
<p>Reason:</p> <p>In 2007, Airbus modification 38310 was introduced in production to simplify the ELAC2 and Trimmable Horizontal Stabiliser (THS) Motor 1 stand by power supply logic.</p> <p>Results from a design review done by AIRBUS for documentation update have revealed that, on post-mod 38310 A320 aeroplanes only, in case of emergency electrical configuration combined with a Green and Yellow hydraulic system loss, during landing phase (nose landing gear extended), the roll control would only be provided by the left aileron.</p> <p>This condition, if not corrected, could lead to an asymmetrical landing configuration, resulting in reduced control of the aeroplane.</p> <p>For the reasons described above, this AD requires a modification of the electrical installation of ELAC2 and THS Motor 1 power supply, restoring the aeroplane to the pre-mod 38310 configuration.</p>	
<p>Effective Date: 04 August 2010</p>	

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously : Within 24 months after the effective date of this AD, modify the electrical installation of ELAC2 and THS MOTOR 1 power supply in accordance with the instructions of Airbus Service Bulletin (SB) A320-27-1199 Revision 01.
Ref. Publications:	Airbus Service Bulletin A320-27-1199 Revision 01. 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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 17 May 2010 as PAD 10-047 for consultation until 14 June 2010. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</li> </ol>