


EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2014-0186	
	Date: 19 August 2014	
<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 EU 748/2012, Part 21.A.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>		
Design Approval Holder's Name:	Type/Model designation(s):	
AIRBUS	A319, A320 and A321 aeroplanes	
TCDS Number:	EASA.A.064	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 27	Flight Controls – Flight Computers and Sharklet Common Ground Connection – Modification	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	<p>Airbus A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, 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 on which Airbus modification (mod) 160500 or mod 160023 has been embodied in production, and those which have been modified in service through Airbus Service Bulletin (SB) A320-57-1173 at any revision (Rev.) up to Rev.04, or Airbus SB A320-57-1186 at any revision up to Rev.02, or Airbus SB A320-57-1187 at original issue or at Rev.01, except those on which Airbus mod 156108 has been embodied in production.</p>	
Reason:	<p>During A320 Neo review, Airbus design office identified that on A320 family aeroplanes equipped with sharklets, discretes used to activate the load alleviation function are connected on various flight computers using the same ground point. In that case, the ground point segregation is no longer effective and a single failure could lead to loss of sharklet identification by the flight computers, inducing a return to the wing tip fence (no sharklet configuration) behaviour.</p> <p>This condition, if not corrected, could lead to reduced control of the aeroplane, depending on aeroplane configuration and flight phase.</p> <p>It has been determined that Airbus mod 156108 restores the correct segregation. However, since introduction of sharklet mod 160500 and mod 160023, a number of aeroplanes equipped with sharklets have been delivered</p>	

	<p>without incorporating mod 156108. In addition, mod 156108 was not included in certain SBs that introduce the sharklet device in service onto aeroplanes with a reinforced wing, previously operated with a wing tip fence. Airbus mod 156108 has now been introduced into Airbus SB A320-57-1186 at Rev.03 and will be introduced at next revisions of SB A320-57-1173 and SB A320-57-1187.</p> <p>To address this potential unsafe condition, Airbus published SB A320-27-1240 for in-service installation of mod 156108.</p> <p>For the reasons described above, this AD requires modification of the sharklet ground connection.</p>
Effective Date:	02 September 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within 24 months after the effective date of this AD, modify the sharklet ground connection in accordance with the instructions of Airbus SB A320-27-1240.</p>
Ref. Publications:	<p>Airbus SB A320-27-1240 original issue dated 18 June 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 01 July 2014 as PAD 14-109 for consultation until 29 July 2014. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51; E-mail: account.airworth-eas@airbus.com.