EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2009-0025 **[Corrected: 11 February 2009]** **Date: 10 February 2009** 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.

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].

Type Approval Holder's Name :	**Type/Model designation(s) :**
AIRBUS	A318, A319, A320 and A321 aircraft

TCDS Number :	EASA.A.064
Foreign AD :	Not applicable
Supersedure :	None

ATA 57	**Wings – Flap Track No.1 Pendulum Assembly – Inspection / 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 aircraft models, all manufacturer serial numbers.
Reason:	During a routine inspection on an Airbus A321 aircraft, the operator discovered that a bearing of the flap track No.1 pendulum assembly had migrated out of position. The investigation has confirmed that the pendulum bearing migration was probably due to the methods used during in-service replacement of the bearing during maintenance, whereby the necessary special tools, fixtures and equipment were not used. This condition, if not corrected, could lead to separation of the bearing/flap track assembly, resulting in the detachment of the affected flap surface from the wing and consequent loss of control of the aircraft. For the reasons described above, this AD requires a one-time inspection of the affected flap track No.1 pendulum assembly for bearing migration and, in case any bearing is found to have migrated, the replacement of the affected flap track pendulum assembly. **Note:** Based on this in-service experience, showing the potential safety effect of not following the TC Holder's accomplishment instructions, Airbus has removed the instructions to replace the bearing in the pendulum assembly from the A320 Family aircraft maintenance documentation. Component Maintenance Manual (CMM) references are 27-54-43 for the A318, A319 and A320, and 27-54-42 for the A321.

	This Correction is issued to amend typographical errors in the Required action and Compliance Time section. The Service Bulletin numbers had been inverted.
Effective Date:	24 February 2009
Required Action(s) and Compliance Time(s):	1. Required as indicated: a. Within 600 flight hours after the effective date of this AD, inspect the flap track No.1 pendulum assembly in accordance with the instructions of Airbus Service Bulletin (SB) A320-57A1146 for A318, A319 and A320 aircraft, or in accordance with the instructions of Airbus SB A320-57-1144 for A321 aircraft, as applicable to aircraft model. b. If the bearing of a pendulum assembly is found to have migrated, before further flight, replace the affected flap track pendulum assembly. c. If the bearing of a pendulum assembly is found incorrectly swaged, before next flight contact Airbus for further instructions and accomplish the relevant corrective actions in accordance with the instructions of Airbus SB A320-57A1146 for A318, A319 and A320 aircraft, or Airbus SB A320-57-1144 for A321 aircraft, as applicable to aircraft model. 2. The required actions as per paragraph 1. of this AD are not required when one of the following applies: a. Aircraft originally delivered after the effective date of this AD; b. Aircraft on which it can be demonstrated from data records that the bearing of any pendulum assembly has not been replaced or re-swaged since its original delivery date; c. Aircraft inspected prior to the effective date of this AD in accordance with Airbus Service Bulletin SB A320- 57A1146 for A318, A319 and A320 aircraft or SB A320-57-1144 for A321 aircraft, as applicable to aircraft model, and on which it can be demonstrated from data records that thereafter no replacement with a pendulum assembly whose bearing has been replaced or re-swaged since new manufacture was performed; d. Aircraft inspected prior to the effective date of this AD in accordance with Airbus Service Bulletin SB A320- 57A1146 for A318, A319 and A320 aircraft or SB A320-57-1144 for A321 aircraft, as applicable to aircraft model, and on which it can be demonstrated from data records that thereafter no pendulum bearing replacement or re-swaging was performed. 3. After the effective date of this AD, no person shall replace the bearing in the flap track pendulum assembly or install a pendulum assembly, unless: a. the pendulum assembly is of new manufacture, or b. it can be demonstrated from data records that the bearing of the pendulum assembly has not been replaced or re-swaged since new manufacture
Ref. Publications:	AIRBUS SB A320-57-1144 dated 06 February 2007, or SB A320-57-1144 Revision 1 dated 18 June 2007. AIRBUS SB A320-57A1146 dated 21 September 2007. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was published on 26 November 2008 as PAD 08-094 for consultation until 24 December 2008. The Comment Response Document can be found at http://ad.easa.europa.eu/ . 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification 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 – EAS Fax: +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com .