

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 15-028 Date: 27 March 2015 Note: This Proposed Airworthiness Directive (PAD) 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.
In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A318, A319, A320 and A321 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None
ATA 27	Flight Controls – Trimmable Horizontal Stabilizer Actuator – Identification / 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, A320-211, 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:	During endurance qualification tests on A380 Trimmable Horizontal Stabilizer Actuator (THSA), a partial loss of the no-back brake (NBB) efficiency was experienced. Investigation results concluded that this particular malfunction was due to an ageing/endurance issue of the surfaces of the NBB carbon friction disks, leading to a partial loss of braking efficiency in some specific aerodynamic load conditions. Due to design similarity on A320 family fleet, the same tests were initiated by the THSA manufacturer on certain SA type THSA, sampled from the field. Subject tests confirmed that THSA Part Number (P/N) 47145 series, as installed on A320 family aeroplanes, are also affected by this partial loss of NBB efficiency. This condition, if not detected and corrected, and in conjunction with the power gear train not able to keep the ball screw in its last commanded position, could lead to an uncommanded movement of the THS, possibly resulting in loss of control of the aeroplane. For the reasons described above, this AD requires the removal from service of each affected THSA, to send them in shop for NBB carbon disk replacement.

Effective Date:	[TBD: 14 days after final AD issue date]												
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Note 1: The THSA affected by the requirements of this AD are only those identified by P/N 47145-XXX (XXX in the P/N stands for any numerical value). Note 2: For the purpose of this AD, a serviceable THSA is a THSA having a P/N 47145-XXX which has not exceeded the flight cycle (FC) limits specified in Table 1 of this AD, since first installation of the THSA on an aeroplane, or since last application of UTC Aerospace Systems (UTAS) Service Bulletin (SB) 47145-27-17, whichever is later. (1) Not later than the date specified in Table 1 of this AD, as applicable, determine the FC accumulated by each affected THSA since first installation on an aeroplane, or since last NBB replacement (see Note 3 of this AD), whichever is later, and, for those having reached or exceeded <u>on that date</u> the corresponding number of FC specified in Table 1 of this AD, replace the THSA with a serviceable unit (see Note 2 of this AD) in accordance with the instructions of Airbus SB A320-27-1242. Note 3: In case no maintenance records concerning last NBB disk replacement are available, the FC accumulated since first installation of the THSA on an aeroplane apply. (2) <u>From each date</u> as specified in Table 1 of this AD, and before exceeding the FC limit corresponding to each date, as applicable, replace each THSA with a serviceable unit (see Note 2 of this AD) in accordance with the instructions of Airbus SB A320-27-1242. Table 1 – THSA Removal for NBB Disks Replacement <table border="1"> <thead> <tr> <th>Date</th><th>THSA FC Limit (since first installation on an aeroplane, or since last NBB replacement, whichever is later)</th></tr> </thead> <tbody> <tr> <td>31 December 2015</td><td>40 000 FC</td></tr> <tr> <td>31 December 2016</td><td>36 000 FC</td></tr> <tr> <td>31 December 2017</td><td>33 600 FC</td></tr> <tr> <td>31 December 2018</td><td>31 600 FC</td></tr> <tr> <td>31 December 2019</td><td>30 000 FC</td></tr> </tbody> </table> Conditions for the installation of a THSA on an aeroplane: (3) From each date specified in Table 1 of this AD, as applicable, it is allowed to install a THSA P/N 47145-XXX on an aeroplane, provided the unit is a serviceable unit, as defined in Note 2 of this AD.	Date	THSA FC Limit (since first installation on an aeroplane, or since last NBB replacement, whichever is later)	31 December 2015	40 000 FC	31 December 2016	36 000 FC	31 December 2017	33 600 FC	31 December 2018	31 600 FC	31 December 2019	30 000 FC
Date	THSA FC Limit (since first installation on an aeroplane, or since last NBB replacement, whichever is later)												
31 December 2015	40 000 FC												
31 December 2016	36 000 FC												
31 December 2017	33 600 FC												
31 December 2018	31 600 FC												
31 December 2019	30 000 FC												
Ref. Publications:	Airbus SB A320-27-1242 original issue dated 09 February 2015. UTAS SB 47145-27-17 original issue dated 16 February 2015. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.												
Remarks:	- This Proposed AD will be closed for consultation on 24 April 2015. - Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. - For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.												