



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 17-010

Issued: 20 January 2017

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A330 and A340 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Numbers: EASA.A.004 and EASA.A.015

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Trimmable Horizontal Stabilizer Actuator and Upper Attachment – Inspection

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN), and

Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all MSN.

Reason:

The Trimmable Horizontal Stabilizer Actuator (THSA), as installed on A330 and A340 aeroplanes, was initially designed to stall when engaging on the upper secondary load path (SLP) after primary load path (PLP) failure. Such stall triggers system monitoring detection. New mission profile analysis revealed that in some cases, the THSA could be operated while engaged on the upper SLP without stalling. The partial engagement of the SLP at upper attachment level does not trigger any indication to the flight crew.



This condition, if not detected and corrected, could lead to THSA upper attachment failure and consequent disconnection of the THSA from the aeroplane structure, possibly resulting in loss of control of the aeroplane.

For the reasons described above, this AD requires repetitive detailed inspections (DET) of the upper THSA attachments parts and the PLP and SLP fuselage attachment points, and, depending on findings, accomplishment of applicable corrective action(s).

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Note 1: Airbus SB A330-27-3218, SB A340-27-4203 and SB A340-27-5067, all at Revision 01, are hereafter collectively referred to as ‘the applicable SB’ in this AD.

Inspections:

- (1) Before exceeding the threshold as defined in Table 1 of this AD, as applicable to aeroplane type and model, or within 3 months after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed the inspection interval values as defined in Table 1 of this AD, accomplish a DET of the THSA upper attachments and no-back housing in accordance with the instructions of the applicable SB.

Table 1 – THSA Upper Attachments / No-Back Housing Inspections

Affected Aeroplanes	Compliance Times (whichever occurs first, flight hours (FH) or flight cycles (FC))	
	Threshold (see Note 2 of this AD)	Inspection Interval (not to exceed)
A330, A340-200 and A340-300	4 000 FH or 1 000 FC	4 000 FH or 1 000 FC
A340-500 and A340-600	4 000 FH or 800 FC	4 000 FH or 800 FC

Note 2: The FH and FC referred to in column “Threshold” of Table 1 of this AD are those accumulated by the aeroplane since first flight, or since the last accomplishment of A330 or A340 Maintenance Review Board Report task 27.40.00/07, or since the last DET accomplished in accordance with the instructions of the applicable SB at original issue.

Corrective Action(s):

- (2) If, during any DET as required by paragraph (1) of this AD, any discrepancy as defined in the applicable SB is detected, before next flight, remove the THSA, accomplish a DET of the upper attachment fitting of the aeroplane and a DET of the removed THSA in accordance with the instructions of the applicable SB. As an alternative to the DET of the THSA, replace the THSA with a serviceable part (see Note 3 of this AD).
- (3) If, during any DET of the upper attachment fitting of the aeroplane, as required by paragraph (2) of this AD, any discrepancy as defined in the applicable SB is detected, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.



- (4) If, during any DET of the removed THSA, as required by paragraph (2) of this AD, any discrepancy as defined in the applicable SB is detected, before next flight, replace the THSA with a serviceable part (see Note 3 of this AD) in accordance with the instructions of the applicable SB.

Note 3: For the purpose of this AD, a serviceable THSA is a part that has accumulated less than 4 000 FH or 1 000 FC (for A330, A340-200, or A340-300 aeroplanes) or 4 000 FH or 800 FC (for A340-500 or A340-600 aeroplanes), whichever occurs first since new, or since overhaul, or since the last inspection in accordance with the instructions of the applicable SB.

Credit for Previous Action(s):

- (5) Inspections and corrective actions on an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of the applicable SB at original issue, are acceptable to comply with the initial requirements of this AD for that aeroplane.

Terminating Action:

- (6) None.

Ref. Publications:

Airbus SB A330-27-3218 original issue dated 01 July 2016, or Revision 01 dated 05 December 2016.

Airbus SB A340-27-4203 original issue dated 01 July 2016, or Revision 01 dated 05 December 2016.

Airbus SB A340-27-5067 original issue dated 01 July 2016, or Revision 01 dated 05 December 2016.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 17 February 2017.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAL, E-mail: airworthiness.A330-A340@airbus.com.

