Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-040

Issued: 30 March 2026

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 S.A.S.

Type/Model designation(s):
A318, A319, A320 and A321 aeroplanes

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

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2012-0175R2 dated 02 February 2016.

ATA 27 – Flights Controls – Trimmable Horizontal Stabilizer Actuator Ballscrew Lower Splines – Inspection / Replacement

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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.

Definitions:
For the purpose of this AD, the following definitions apply:

Affected part: Trimmable Horizontal Stabilizer Actuator (THSA) having a Part Number (P/N) listed in Appendix 1 of this AD.

Serviceable part: THSA, eligible for installation in accordance with Airbus instructions, which is not an affected part.

The SB: Airbus Service Bulletin (SB) A320-27-1214.

Groups: Group 1 aeroplanes are those having an affected part installed. Group 2 aeroplanes are those which are not Group 1 aeroplanes.

Reason:

THSA having P/N 47147-500 fitted on A330/A340 aeroplanes were found with corrosion, affecting the ballscrew lower splines between the tie bar and the screw-jack. The affected ballscrew is made of steel and anti-corrosion protection is ensured, except on both extremities (upper and lower splines) where Molykote is applied.

The results of the technical investigations identified that the corrosion was caused by a combination of contact/friction between the tie bar and the inner surface of the ballscrew leading to the removal of Molykote (corrosion protection) at the level of the tie bar splines, humidity ingress initiating surface oxidation starting from areas where Molykote is removed, and water retention in THSA lower part leading to corrosion spread out and to the creation of a brown deposit (iron oxide).

The results of the technical investigations also concluded that the ballscrews of THSA P/N 47145-XXX (where XXX stands for a specific numerical value), installed on A320 family aeroplanes, might be affected by this corrosion issue.

This condition, if not detected and corrected, may lead, in case of ballscrew rupture, to loss of transmission of THSA torque loads from the ballscrew to the tie-bar, prompting THSA blowback, possibly resulting in loss of control of the aeroplane.

Prompted by these findings, EASA issued AD 2012-0175 (later revised to exclude THSA P/Ns which were determined to be not affected) to require repetitive detailed inspections of the ballscrew lower splines of the affected THSA to detect corrosion and, depending on findings, the accomplishment of applicable corrective actions. That AD was later revised to exclude certain THSA P/Ns which were determined to be not affected and to add reference to an optional terminating action.

Since EASA AD 2012-0175R2 was issued, it has been determined that THSA P/N 47145-347 and P/N 47145-367, with No-Back Brake (NBB) carbon disks, are equipped with ballscrews potentially susceptible to the same corrosion issue.

For the reason described above, this AD retains the requirements of EASA AD 2012-0175R2, which is superseded, updating the Appendix 1 of this AD to add P/N 47145-347 and P/N 47145-367.
For aeroplanes previously affected by EASA AD 2012-0175R2, no additional requirements are introduced by this AD.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Repetitive Inspections:

(1) For Group 1 aeroplanes: Before accumulating 22 years after THSA first flight (see Note 1 of this AD), or within 3 months after 21 September 2012 [the effective date of EASA AD 2012-0175], whichever occurs later and, thereafter, at intervals not exceeding 24 months, accomplish a detailed inspection of the ballscrew of the affected part in accordance with the instructions of the SB.

Note 1: For the purpose of this AD, the definition of THSA first flight is the THSA "entry into service date" as listed in Goodrich SB 47145-27-16. If the THSA P/N is not listed in Goodrich SB 47145-27-16, the THSA first flight is the manufacturing date engraved on the THSA identification plate.

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, corrosion is found, within the applicable compliance time as defined in Paragraph 1.E.(2) of the SB, accomplish the applicable corrective actions (additional inspections of the affected THSA ballscrew, followed by replacement of the affected THSA) in accordance with the instructions of the SB.

Terminating Action(s):

(3) For Group 1 aeroplanes: Replacement of a THSA as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD, except as specified in paragraph (4) of this AD.

(4) For Group 1 aeroplanes: Installation on an aeroplane of a serviceable part constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

Part(s) Installation:

(5) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install on any aeroplane a THSA having a P/N listed in Appendix 1 of this AD, unless the part has not yet accumulated 22 years since its first flight (see Note 1 of this AD), or unless it has been determined that the THSA is classified as Type 1 (no corrosion) at the time of installation, in accordance with the criteria defined in the SB, and on the condition that, following installation, the THSA is inspected and, depending on findings, corrected as required by this AD (see Notes 2 and 3 of this AD).

Note 2: After installation of an affected part on an aeroplane, that aeroplane is considered a Group 1 aeroplane.

Note 3: Removal of an affected part from an aeroplane and subsequent reinstallation of that affected part on the same aeroplane, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (5) of this AD.

Ref. Publications:

Airbus SB A320-27-1214 original issue dated 23 February 2012, or Revision 01 dated 23 April 2014.

Airbus SB A320-27-1222 original issue dated 17 July 2015.

Goodrich SB 47145-27-16 original issue dated 07 November 2011, or Revision 01 dated 01 August 2012, or Revision 02 dated 07 January 2013, or Revision 03 dated 19 February 2015, or Revision 04 dated 16 July 2015.

UTAS SB 47145-27-18 original issue dated 31 March 2015.

UTAS SB 47145-27-20 original issue dated 16 July 2015, or Revision 01 dated 25 June 2023.

UTAS SB 47145-27-23 original issue dated 15 May 2025.

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 27 April 2026.

2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – 1IASA; E-mail: account.airworth-eas@airbus.com .

Appendix 1 – Affected THSA
with or without Electrical Load Sensing Device (ELSD)

P/N – no ELSD	P/N with ELSD (post-UTAS SB 47145-27-20)
47145-021	
47145-030	
47145-031	
47145-032	
47145-033	
47145-034	
47145-035	
47145-036	
47145-037	
47145-050	
47145-051	
47145-052	
47145-053	
47145-054	
47145-055	
47145-056	
47145-057	
47145-121	
47145-130	47145-230
47145-131	47145-231
47145-132	47145-232
47145-133	47145-233
47145-134	47145-234
47145-135	47145-235
47145-136	47145-236
47145-137	47145-237
47145-140	47145-240
47145-141	47145-241
47145-142	47145-242
47145-143	47145-243
47145-144	47145-244
47145-145	47145-245
47145-146	47145-246

Appendix 1 – Affected THSA (continued)

P/N – no ELSD	P/N with ELSD (post-UTAS SB 47145-27-20)
47145-147	47145-247
47145-150	47145-250
47145-151	47145-251
47145-152	47145-252
47145-153	47145-253
47145-154	47145-254
47145-155	47145-255
47145-156	47145-256
47145-157	47145-257
47145-160	47145-260
47145-161	47145-261
47145-162	47145-262
47145-163	47145-263
47145-164	47145-264
47145-165	47145-265
47145-166	47145-266
47145-167	47145-267

	P/N with NBB carbon disk (post-UTAS SB 47145-27-23)
	47145-347
	47145-367