


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0210</p> <p>Date: 11 October 2012</p> <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>
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].	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A330-300 and A340-200/-300 aeroplanes
TCDS Number:	EASA.A.004, EASA.A.015
Foreign AD:	Not applicable
Supersedure:	None
ATA 27	Flight Controls – Trimmable Horizontal Stabilizer Actuator (THSA) Ballscrew – Integrity Check
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>Airbus 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), if fitted with THSA having Part Number (P/N) 47147-500 or P/N 47147-700.</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all MSN, if fitted with THSA having P/N 47147-500 or P/N 47147-700.</p>
Reason:	<p>Since the issuance of EASA AD 2012-0061 which addresses the corrosion identified in service on THSA P/N 47147-500 and P/N 47147-700 at the level of the ballscrew lower splines, further analyses have been conducted to determine the need for any additional action.</p> <p>The ballscrew lower splines are not loaded in normal operation, only in case of ballscrew rupture. Analysis results have shown that such rupture could happen during the current inspection interval imposed by the Maintenance Review Board Report (MRBR), task 274000-12.</p> <p>Corrosion on the lower splines, in case of ballscrew rupture, may lead to loss of transmission of THSA torque loads from the ballscrew to the tie-bar and consequent THSA blowback, which could result in loss of control of the aeroplane.</p> <p>For the reasons described above, this AD requires reduction of the check interval of MRBR task 274000-12.</p>

Effective Date:	25 October 2012						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time indicated in Table 1 of this AD, as applicable, and thereafter, at intervals not to exceed 12 000 FH or 4 400 FC, whichever occurs first, accomplish a THSA ballscrew shaft integrity check in accordance with the instructions of Airbus Service Bulletin (SB) A330-27-3191 or SB A340-27-4186, as applicable to aeroplane type.</p> <p style="text-align: center;">Table 1 – THSA ballscrew shaft initial check</p> <table border="1"> <thead> <tr> <th></th><th>Compliance time (whichever occurs later, A or B)</th></tr> </thead> <tbody> <tr> <td>A</td><td>Within 12 000 FH since the aeroplane first flight or since the last THSA ball screw shaft integrity check accomplished in accordance with the MRBR task 274000-12 or in accordance with SB A330-27-3179 or SB A340-27-4175 (check required in case of type II or type III findings), as applicable.</td></tr> <tr> <td>B</td><td>Within 1 000 FH after the effective date of this AD but without exceeding 16 000 FH since the aeroplane first flight or since the last THSA ball screw shaft integrity check accomplished in accordance with the MRBR task 274000-12 or in accordance with SB A330-27-3179 or SB A340-27-4175 (check required in case of type II or type III findings), as applicable.</td></tr> </tbody> </table> <p>(2) If, during any check as required by paragraph (1) of this AD, the THSA ballscrew shaft integrity is not affirmed, before next flight, replace the THSA with a serviceable THSA in accordance with the instructions of SB A330-27-3191 or SB A340-27-4186, as applicable to aeroplane type.</p> <p>(3) Replacement of a THSA, as required by paragraph (2) of this AD, with a THSA having P/N 47147-500 or P/N 47147-700 does not constitute terminating action for the repetitive checks as required by paragraph (1) of this AD.</p>		Compliance time (whichever occurs later, A or B)	A	Within 12 000 FH since the aeroplane first flight or since the last THSA ball screw shaft integrity check accomplished in accordance with the MRBR task 274000-12 or in accordance with SB A330-27-3179 or SB A340-27-4175 (check required in case of type II or type III findings), as applicable.	B	Within 1 000 FH after the effective date of this AD but without exceeding 16 000 FH since the aeroplane first flight or since the last THSA ball screw shaft integrity check accomplished in accordance with the MRBR task 274000-12 or in accordance with SB A330-27-3179 or SB A340-27-4175 (check required in case of type II or type III findings), as applicable.
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Ref. Publications:	<p>Airbus SB A330-27-3191 at Original issue dated 07 June 2012.</p> <p>Airbus SB A340-27-4186 at Original issue dated 07 June 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>						
Remarks:	<ol style="list-style-type: none"> If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. Based on the required actions and the compliance time, EASA have decided to issue of a Final AD with Request for Comments, postponing the public consultation process until after publication. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAL; E-mail: airworthiness.A330-A340@airbus.com. 						