


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2014-0011R1</p> <p>Date: 17 January 2014</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>
<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].</p>	
<p>Design Approval Holder's Name: AIRBUS</p>	<p>Type/Model designation(s): A318, A319, A320 and A321 aeroplanes</p>
<p>TCDS Number:</p>	<p>EASA.A.064</p>
<p>Foreign AD:</p>	<p>Not applicable</p>
<p>Revision:</p>	<p>This AD revises EASA AD 2014-0011 dated 09 January 2014.</p>
<p>ATA 27</p>	<p>Flight Controls – Trimmable Horizontal Stabilizer Actuator – Inspection</p>
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>
<p>Applicability:</p>	<p>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.</p>
<p>Reason:</p>	<p>In the frame of the A320 Extended Service Goal (ESG) project and the study on the Trimmable Horizontal Stabilizer Actuator (THSA), a sampling programme of in-service units has been performed and several cases of wear at different THSA levels were reported.</p> <p>This condition, if not detected and corrected, would reduce the remaining life of the THSA, possibly resulting in premature failure and consequent reduced control of the aeroplane.</p> <p>Prompted by these findings, Airbus issued Service Bulletin (SB) A320-27-1227 to provide THSA inspection instructions.</p> <p>For the reasons described above, this AD requires repetitive inspections of the THSA and introduces a life limit for the THSA.</p> <p>This AD has been revised to correct and clarify paragraph (2).</p>
<p>Effective Date:</p>	<p>Revision 1 (same as original issue): 23 January 2014</p>

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

Required as indicated, unless accomplished previously:

- (1) Within the compliance time defined in Table 1 of this AD, and, thereafter, at intervals as defined in Table 2 of this AD, as applicable, accomplish a special detailed inspection (SDI) of the THSA in accordance with the instructions of Airbus SB A320-27-1227 Revision 01.

Table 1: THSA Initial SDI

	Compliance time (whichever occurs later, A or B)
A	Before the THSA accumulates 48 000 flight hours (FH) or 30 000 flight cycles (FC), whichever occurs first since first installation on an aeroplane
B	Within 4 months after the effective date of this AD

Table 2: Repetitive SDI Intervals

FH accumulated by the THSA (on the effective date of this AD, since first installation on an aeroplane)	Repeat interval (see Note 1)
Less than 67 500 FH	24 months
67 500 FH or more	4 months

Note 1: From the intervals defined in Table 2 of this AD, it should be clear that, after exceeding 67 500 FH, the 4-month interval applies to the THSA. In addition, after initiating the 4-month interval, the THSA replacement requirement of paragraph (3) must be taken into account.

- (2) If, during any SDI as required by paragraph (1) of this AD, any discrepancy is found, replace the THSA with a serviceable THSA within the applicable compliance time, depending on findings and/or oil sample spectrometric test results, as specified in, and in accordance with the instructions of, Airbus SB A320-27-1227 Revision 01.

Note 2: For the purpose of this AD, a serviceable THSA is a THSA that has accumulated less than 67 500 FH since first installation on an aeroplane.

- (3) Within the compliance time defined in Table 3 of this AD, as applicable, replace each THSA with a serviceable THSA in accordance with the instructions of Airbus SB A320-27-1227 Revision 01.

Table 3: THSA Replacement

	Compliance time (whichever occurs later, C or D)
C	Before exceeding 67 500 FH since first installation on an aeroplane
D	Within 12 months after the effective date of this AD

- (4) Replacement of a THSA on an aeroplane as required by paragraph (2) or (3) of this AD, as applicable, does not constitute terminating action for the repetitive SDI required by paragraph (1) of this AD for that aeroplane. Following replacement, depending on the FH or FC accumulated by the replacement THSA, refer to Table 1 or Table 2 of this AD, as applicable, to determine the next due SDI.
- (5) An inspection, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A320-27-1227 at original issue dated 01 July 2013, is acceptable to comply with the initial inspection as required by paragraph (1) of this AD.

	<p>(6) A THSA that has been repaired in shop, in accordance with United Technologies Corporation Aerospace Systems (UTAS) Component Maintenance Manual (CMM) 27-44-51 (at any revision), is considered equivalent to having passed an inspection in accordance with the instructions of Airbus SB A320-27-1227. Depending on the FH or FC accumulated by the repaired THSA, refer to Table 1 or Table 2 of this AD, as applicable, to determine the next due SDI.</p> <p>(7) From the effective date of this AD, installation on an aeroplane of a THSA having accumulated or exceeded 67 500 FH is allowed, provided that, prior to installation, the THSA has been modified /inspected in accordance with Airbus approved aeroplane modification instructions. Contact Airbus to obtain the necessary approved modification instructions.</p>
Ref. Publications:	<p>Airbus SB A320-27-1227 original issue dated 01 July 2013, or Revision 01 dated 07 October 2013.</p> <p>UTAS CMM 27-44-51.</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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 13 November 2013 as PAD 13-166 for consultation until 11 December 2013. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 – EIAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.