


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2008-0150</b></p> <p><b>Date: 05 August 2008</b></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 EC 1702/2003, Part 21A.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><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A318, A319, A320 and A321 aircraft</p>
<p>TCDS Number : EASA.A.064</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : This AD supersedes EASA AD 2006-0223 dated 21 July 2006 and EASA AD 2007-0178 dated 22 June 2007</p>	
<b>ATA 27</b>	<b>Flight Controls – Trimmable Horizontal Stabilizer Actuator (THSA) – Inspection</b>
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, A320-111, 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 aircraft, all manufacturer serial numbers.
Reason:	<p>The Trimmable Horizontal Stabilizer Actuator (THSA) of the A320 Family aircraft has been tested on rig in order to check its behaviour in case of primary load path failure. In that configuration, the loads are transferred to the secondary nut, which should jam, preventing any THS motion. Tests have shown that the secondary nut did not jam as expected, preventing the detection of the primary load path failure. In order to verify the integrity of the THSA primary load path, EASA issued AD 2006-0223 to require two repetitive inspections to obtain confirmation that the secondary load path is not loaded.</p> <p>While performing these repetitive inspections, several occurrences of an incorrect installation of the THSA have been found. This condition, if not corrected, could lead to a degradation of the integrity of the THSA primary load path and to secondary load path partial or full engagement. To address these findings, EASA published AD 2007-0178 to require a one-time detailed visual inspection of specific parts of the THSA attachments.</p> <p>This new EASA AD retains the requirements of AD 2006-0223 and 2007-0178, which are superseded, and in addition requires repetitive detailed visual inspections of specific parts of the THSA attachments.</p>
Effective Date:	19 August 2008

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p><b>1. Lower THSA attachment repetitive check and inspection:</b></p> <p><b>1.1</b> Within 20 months since first flight of the aircraft or within 20 months since the last inspection in accordance with AIRBUS Service Bulletin (SB) A320-27-1164 Revision 2, 3, 4 or 5, whichever occurs later, perform a check of the clearance between the secondary nut trunnions and the junction plates at the lower THSA attachment, visually inspect the lower attachment for correct installation of attachment parts, and carry out the applicable corrective actions, in accordance with the instructions of AIRBUS SB A320-27-1164 Revision 6.</p> <p><b>1.2</b> Thereafter, at intervals not exceeding 20 months, repeat the check and the inspections at the lower THSA attachment as defined in paragraph 1.1 of this AD.</p> <p><b>2. Upper THSA attachment repetitive inspection:</b></p> <p><b>2.1</b> Within 10 months since first flight of the aircraft or within 10 months since the last inspection in accordance with AIRBUS SB 27-1164 Revision 2, 3, 4 or 5, whichever occurs later, inspect the upper THSA attachment for correct installation, cracks, damage and metallic particles, and carry out the applicable corrective actions in accordance with the instructions of AIRBUS SB A320-27-1164 Revision 6.</p> <p><b>2.2</b> Thereafter, at intervals not exceeding 10 months, repeat the inspections at the upper THSA attachment as defined in paragraph 2.1 of this AD.</p> <p><b>3.</b> Within 30 days after each check/inspection as required by this AD, when any findings have been made, report to AIRBUS, using the Appendix 01 "inspection reporting sheet" of SB A320-27-1164 Revision 6.</p>
<p>Ref. Publications:</p>	<p>AIRBUS Service Bulletin A320-27-1164 Revision 6.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 06 March 2008 as PAD 08-033 for consultation until 31 March 2008. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA; E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EAS, E-mail: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</li> </ol>