


EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	PAD No.: 08 - 033	
	Date: 06 March 2008	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name : AIRBUS		Type/Model designation(s) : A318, A319, A320 and A321 aircraft
TCDS Number: EASA A.064		
Foreign AD: Not applicable		
Supersedure: EASA AD 2006-0223 dated 21 July 2006, EASA AD 2007-0178 dated 22 June 2007		
ATA 27	Flight controls – Trimmable Horizontal Stabilizer Actuator / Inspection	
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	AIRBUS A318, A319, A320 and A321 all certified models, all manufacturer serial numbers.	
Reason:	<p>The Trimmable Horizontal Stabilizer Actuator (THSA) of the Single Aisle 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.</p> <p>Tests have shown that the secondary nut did not jam as expected, preventing the detection of the primary load path failure.</p> <p>In order to verify the integrity of the THSA primary load path, EASA Airworthiness Directive (AD) 2006-0223 mandated two repetitive inspections allowing 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.</p> <p>These issues could lead to a degradation of the integrity of the THSA primary load path and to secondary load path partial or full engagement. The AD 2007-0178 mandated a one-time detailed visual inspection of</p>	

	<p>specific parts of the THSA attachments.</p> <p>The hereby AD supersedes both AD 2006-0223 and 2007-0178, and mandates a repetitive detailed visual inspection of specific parts of the THSA attachments in addition to the repetitive inspections allowing confirmation that the secondary load path is not loaded.</p>
Effective Date:	Proposed: 14 days after final AD issue date
Compliance:	<ol style="list-style-type: none"> 1. Lower THSA attachment repetitive check and inspection : <ol style="list-style-type: none"> 1.1. Within 20 months since first flight of the aircraft or within 20 months since last inspection as per AIRBUS Service Bulletin (SB) A320-27-1164 Revision 2, 3, 4 or 5, whichever occurs later, perform, in accordance with AIRBUS SB A320-27-1164 Revision 6, 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 defined in AIRBUS SB A320-27-1164 Revision 6. 1.2. Repeat the check and the inspections at the lower THSA attachment as defined in above paragraph 1.1, at intervals not exceeding 20 months. 2. Upper THSA attachment repetitive inspection : <ol style="list-style-type: none"> 2.1. Within 10 months since first flight of the aircraft or within 10 months since last inspection as per SB 27-1164 rev 2, 3, 4 or 5, whichever occurs later, inspect the upper THSA attachment for correct installation, cracks, damage and metallic particles in accordance with the instructions given in AIRBUS SB A320-27-1164 Revision 6, and carry out the applicable corrective actions defined in A320-27-1164 Revision 6. 2.2. Repeat the inspections at the upper THSA attachment as defined in above paragraph 2.1, at intervals not exceeding 10 months. 3. Report the findings to AIRBUS through appendix 01 of SB A320-27-1164 Revision 6 "inspection reporting sheet". NIL findings do not need reporting.
Ref. Publications:	<p>AIRBUS Service Bulletin A320-27-1164 Revision 6.</p> <p>The use of later approved revisions 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 accept Alternative Methods of Compliance for this AD. 2. The closing date for comments is 31 March 2008. 3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - Certification 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 – EAS, E-mail: account.airworth-eas@airbus.com.