


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-166</p> <p>Date: 13 November 2013</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>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 closing date indicated.</p>	
<p>Design Approval Holder's Name: AIRBUS</p>	<p>Type/Model designation(s): A318, A319, A320 and A321 aeroplanes</p>
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None
ATA 27	Flight Controls – Trimmable Horizontal Stabilizer Actuator – Inspection
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.
Reason:	<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>
Effective Date:	[TBD: 14 days after final AD issue date]

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, before next flight, replace the THSA with a serviceable THSA 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) From the effective date of this AD, do not install on any aeroplane a THSA having accumulated or exceeded 67 500 FH since first installation on an aeroplane.
- (6) 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>(7) 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>(8) Installation on an aeroplane of a THSA having accumulated or exceeded 67 500 FH is allowed, provided 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. This Proposed AD will be closed for consultation on 11 December 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.