

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 14-076 Date: 28 April 2014 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.
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.	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A318, A319, A320 and A321 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2008-0150 dated 05 August 2008.
ATA 27	Flights 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 aeroplane models, all manufacturer serial numbers.
Reason:	The Trimmable Horizontal Stabilizer Actuator (THSA) of Airbus A320 Family aeroplanes has been rig-tested 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. The test results showed that the secondary nut did not jam as expected, preventing 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 different repetitive inspections on the Lower and Upper THSA attachments to obtain confirmation that the secondary load path is not loaded. While performing these repetitive inspections, several occurrences of an incorrect THSA installation have been found. This condition, if not detected and 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 issued AD 2007-0178 to require a one-time detailed visual inspection of specific parts of the THSA attachments.

	Subsequently, EASA issued AD 2008-0150, retaining the requirements of AD 2006-0223 and AD 2007-0178, which were superseded, and in addition required repetitive detailed visual inspections of specific parts of the THSA attachments. Since EASA AD 2008-0150 was issued, Airbus issued Service Bulletin (SB) A320-27-1164 Revision 10 to provide instructions for additional general visual inspections of the THSA ballscrew thread to detect dents. For the reason described above, this EASA AD retains the requirements of EASA AD 2008-0150, which is superseded, and requires supplementary repetitive inspections of the THSA ball screw to detect dents and, depending on findings, accomplishment of applicable corrective action(s).
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 20 months since aeroplane first flight, or within 20 months since the last inspection of the lower THSA attachment in accordance with the instructions of Airbus SB A320-27-1164 (Revision 02 up to Revision 09), whichever occurs later, and, thereafter, at intervals not exceeding 20 months, accomplish the following actions concurrently, as specified in paragraphs (1.1), (1.2), (1.3) and (1.4) in accordance with the instructions of Airbus SB A320-27-1164 Revision 10. (1.1) Check the clearance between the secondary nut trunnions and the junction plates at the lower THSA attachment. (1.2) Visually inspect the lower THSA attachment for correct installation of attachment parts. (1.3) Visually inspect the ball screw. (1.4) Depending on findings during the actions as required by paragraph (1.1), or (1.2), or (1.3) of this AD, accomplish the applicable corrective actions. (2) Within 10 months since aeroplane first flight, or within 10 months since the last inspection of the upper THSA attachment in accordance with the instructions of Airbus SB A320-27-1164 (Revision 02 up to Revision 09), whichever occurs later, and, thereafter, at intervals not exceeding 10 months, accomplish the following actions concurrently, as specified in paragraphs (2.1), (2.2) and (2.3) in accordance with the instructions of Airbus SB A320-27-1164 Revision 10. (2.1) Inspect the upper THSA attachment for correct installation, cracks, damage, and metallic particles. (2.2) Visually inspect the upper attachment for correct installation of attachment parts. (2.3) Depending on findings during the inspections as required by paragraph (2.1) or (2.2) of this AD, accomplish the applicable corrective actions. (3) Within 30 days after each action as required by paragraphs (1) and (2) of this AD, in case of any findings, report to AIRBUS, using the Appendix 01 "Inspection Reporting Sheet" of SB A320-27-1164 Revision 10. (4) Corrective actions, as required by paragraph (1.4) or (2.3) of this AD, as applicable, do not constitute terminating action for the repetitive check/inspection requirements of paragraphs (1) and (2) of this AD.
Ref. Publications:	Airbus SB A320-27-1164 Revision 02 dated 30 March 2005, or Revision 03 dated 24 August 2005, or Revision 04 dated 17 July 2006, or Revision 05 dated 11 January 2007, or Revision 06 dated 01 April 2008, or Revision 07

	dated 23 June 2009, or Revision 08 dated 06 July 2010, or Revision 09 dated 02 May 2012, or Revision 10 dated 27 March 2014. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	1. This Proposed AD will be closed for consultation on 26 May 2014. 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.