

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2015-0080</p> <p>Date: 07 May 2015</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 EU 1321/2014 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 [EU 1321/2014 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>Supersedure:</p>	<p>None</p>	
ATA 27	Flight Controls – Trimmable Horizontal Stabilizer Actuator – Identification / Replacement	
<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>During endurance qualification tests on A380 Trimmable Horizontal Stabilizer Actuator (THSA), a partial loss of the no-back brake (NBB) efficiency was experienced. Investigation results concluded that this particular malfunction was due to an ageing/endurance issue of the surfaces of the NBB carbon friction disks, leading to a partial loss of braking efficiency in some specific aerodynamic load conditions.</p> <p>Due to design similarity on A320 family fleet, the same tests were initiated by the THSA manufacturer on certain SA type THSA, sampled from the field. Subject tests confirmed that THSA Part Number (P/N) 47145 series, as installed on A320 family aeroplanes, are also affected by this partial loss of NBB efficiency.</p> <p>This condition, if not detected and corrected, and in conjunction with the power gear train not able to keep the ball screw in its last commanded position, could lead to an uncommanded movement of the THS, possibly resulting in loss of control of the aeroplane.</p> <p>For the reasons described above, this AD requires the removal from service of each affected THSA, with the intent of in-shop NBB carbon disk replacement.</p>	
<p>Effective Date:</p>	<p>21 May 2015</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Note 1: The THSA affected by the requirements of this AD are only those identified by P/N 47145-XXX (XXX in the P/N stands for any numerical value).</p> <p>Note 2: For the purpose of this AD, a serviceable THSA is a unit which has not exceeded the flight cycle (FC) limits specified in Table 1 of this AD, since first installation of the THSA on an aeroplane, or since last NBB replacement, whichever is later. NBB disc replacement can be accomplished through UTC Aerospace Systems (UTAS) Service Bulletin (SB) 47145-27-17.</p> <p>(1) Not later than the date specified in Table 1 of this AD, as applicable, determine the FC accumulated by each affected THSA since first installation on an aeroplane, or since last NBB replacement (see Note 3 of this AD), whichever is later, and, for those having reached or exceeded <u>on that date</u> the corresponding number of FC specified in Table 1 of this AD, replace the THSA with a serviceable unit (see Note 2 of this AD) in accordance with the instructions of Airbus SB A320-27-1242.</p> <p>Note 3: In case no maintenance records concerning last NBB disk replacement are available, the FC accumulated since first installation of the THSA on an aeroplane apply.</p> <p>(2) <u>From each date</u> as specified in Table 1 of this AD, and before exceeding the FC limit corresponding to each date, as applicable, replace each THSA with a serviceable unit (see Note 2 of this AD) in accordance with the instructions of Airbus SB A320-27-1242.</p> <p style="text-align: center;">Table 1 – THSA Removal for NBB Disks Replacement</p> <table border="1" data-bbox="568 965 1423 1314"> <thead> <tr> <th data-bbox="568 965 853 1072">Date</th> <th data-bbox="853 965 1423 1072">THSA FC Limit (since first installation on an aeroplane, or since last NBB replacement, whichever is later)</th> </tr> </thead> <tbody> <tr> <td data-bbox="568 1072 853 1122">31 December 2015</td> <td data-bbox="853 1072 1423 1122">40 000 FC</td> </tr> <tr> <td data-bbox="568 1122 853 1171">31 December 2016</td> <td data-bbox="853 1122 1423 1171">36 000 FC</td> </tr> <tr> <td data-bbox="568 1171 853 1220">31 December 2017</td> <td data-bbox="853 1171 1423 1220">33 600 FC</td> </tr> <tr> <td data-bbox="568 1220 853 1270">31 December 2018</td> <td data-bbox="853 1220 1423 1270">31 600 FC</td> </tr> <tr> <td data-bbox="568 1270 853 1314">31 December 2019</td> <td data-bbox="853 1270 1423 1314">30 000 FC</td> </tr> </tbody> </table> <p>Conditions for the installation of a THSA on an aeroplane:</p> <p>(3) From each date specified in Table 1 of this AD, as applicable, it is allowed to install a THSA P/N 47145-XXX on an aeroplane, provided the unit is a serviceable unit, as defined in Note 2 of this AD.</p>	Date	THSA FC Limit (since first installation on an aeroplane, or since last NBB replacement, whichever is later)	31 December 2015	40 000 FC	31 December 2016	36 000 FC	31 December 2017	33 600 FC	31 December 2018	31 600 FC	31 December 2019	30 000 FC
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<p>Ref. Publications:</p>	<p>Airbus SB A320-27-1242 original issue dated 09 February 2015. UTAS SB 47145-27-17 original issue dated 16 February 2015. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>												
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 27 March 2015 as PAD 15-028 for consultation until 24 April 2015. 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, 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 – EIAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com. 												