

Airbus Industrie A319, A320 and A321 Series Aeroplanes

AD/A320/33 **Trimmable Horizontal Stabiliser Lightning** **10/95**
Amdt 2 **Strike Protection Improvement**

Applicability: All Model A320-111, -211, -212, -231 and -232 aircraft Serial Numbers 002 to 008, 010 to 014, 016 to 078, 080 to 104, 106 to 363, 365 to 384, 386 to 411, 413 to 433, 435 to 457, 459 to 467 and 469 to 472 all inclusive.

- Requirement:
1. Aircraft without modifications 22621 and 23556 incorporated during manufacture - incorporate the modifications in accordance with Airbus Industrie Service Bulletins A320-27-1041 Revision 1 dated 4 August 1993 and A320-29-1058 Revision 1 dated 28 November 1994 respectively.
 2. Aircraft with modification 23556 incorporated during manufacture - action in accordance with Airbus Industrie All Operator Telex A320/AOT 29-10 R2 dated 13 February 1995.
 3. Aircraft with modification 23556 incorporated in accordance with Airbus Industrie Service Bulletin A320-29-1058 original issue dated 16 July 1993 - action in accordance with any one of the following Airbus Industrie All Operator Telexes A320/AOT 29-10 dated 15 June 1994, Revision 1 dated 23 September 1994 and Revision 2 dated 13 February 1995.

Note: DGAC AD 93-123-046(B)R1 dated 10 May 1995.

- Compliance:
1. The original compliance was within 3500 hours time in service from 14 October 1993. The compliance for Amendment 1 was prior to 30 September 1995, this remains unchanged for Requirement 1.
 - 2 and 3. Within 500 hours time in service from 14 September 1995.

Background: An operator has reported pitting marks on an elevator actuator shaft and slight leakage from some hydraulic pipe fittings, following a lightning strike on the elevator. Compliance with this Directive minimises the possibility of loss of hydraulic circuits being caused by lightning strikes in the elevator region. Amendment 1 was issued to reflect revisions to the Requirement Documents.

This Amendment is issued following a revision to the DGAC Airworthiness Directive and identifies the aircraft directly affected, corrects an error in the revision status of the requirement documents and introduces an additional action designed to ensure that the correct cable clamps are used.