



Airworthiness Directive

AD No.: 2025-0041

Issued: 18 February 2025

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, 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 [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A318, A319, A320, A321, A330 and A340 aeroplanes

Effective Date: 25 February 2025

TCDS Number(s): EASA.A.064, EASA.A.004 and EASA.A.015

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2024-0247 dated 18 December 2024.

ATA 27 – Flight Controls – Trimmable Horizontal Stabilizer Actuator – Modification

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, A319-151N, A319-153N, A319-171N, A319-173N, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-252N, A321-253N, A321-251NX, A321-252NX, A321-253NX, A321-253NY, A321-271N, A321-272N, A321-271NX and A321-272NX aeroplanes, all manufacturer serial numbers (MSN); and

Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, A330-343, A330-743L, A330-841 and A330-941 aeroplanes, all MSN; and

Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313 aeroplanes, all MSN.



Definitions:

For the purpose of this AD, the following definitions apply:

Affected part: Trimmable Horizontal Stabilizer Actuators (THSA) having a serial number (s/n) as listed in Appendix 1 of this AD, except those for which the accumulated life has been recalculated as required by this AD.

Serviceable part: A THSA eligible for installation which is not an affected part.

Appendix 1 of this AD provides the s/n of each affected part; the VSIL also provides, for information only, the Part Number (P/N) and the shipping date of each affected part. Any THSA for which an EASA Form 1, including correction of the accumulated life, was issued on, or after, the shipping date, as identified in the VSIL, is considered a serviceable part.

The OIT: Airbus Operator Information Transmission (OIT) 999.0087/24.

The VSIL: Collins Aerospace Vendor Service Information Letter (VSIL) FA3T1-27-04.

Aeroplane date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

Groups: Group 1 aeroplanes are those that have an affected part installed.

Group 2 aeroplanes are those that do not have an affected part installed.

An aeroplane having a THSA installed that has never been removed, reinstalled, or repaired since aeroplane date of manufacture, is considered to be a Group 2 aeroplane.

Reason:

Occurrences were reported of THSA delivered to operators having erroneous information (accumulated life) in the authorized release certificate. These THSA have been released to service between 2014 and 2024 at Collins Aerospace Maintenance, Repair and Overhaul (MRO) facilities.

This condition, if not corrected, could lead to operation of the THSA beyond the certified life limit.

To address this potential unsafe condition, Airbus issued the OIT, referencing the VSIL, to provide the s/n of the affected parts, and instructions to contact Collins Aerospace for amended data. Consequently, EASA issued AD 2024-0247 to require reassessment of the accumulated life of the affected parts, and prohibit installation of affected parts.

Since that AD was issued, it was determined that the definition of affected part, which also referred to the THSA P/N, has to be amended by referencing the s/n only, since some parts might have the P/N modified in service after accomplishment of certain maintenance actions.

For the reason described above, this AD retains the requirements of EASA AD 2024-0247, which is superseded, updates the affected part definition and extends the compliance time. This AD also includes Appendix 1, which provides the list of affected parts s/n.



Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Modification:

- (1) For Group 1 aeroplanes: Within 30 days after the effective date of this AD, contact Collins Aerospace for approved instructions and accomplish those instructions accordingly within the compliance time specified therein.
- (2) Replacement of the affected part on an aeroplane with a serviceable part is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Note 1: If no approved instructions are provided within the compliance time as specified in paragraph (1) of this AD, paragraph (2) of this AD has to be accomplished. The affected part is eligible to be considered a serviceable part based on the content of the Collins Aerospace approved instructions, once received and accomplished, as required in paragraph (1) of this AD.

Part(s) Installation:

- (3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane.

Ref. Publications:

Airbus OIT 999.0087/24 original issue dated 16 October 2024.

Collins Aerospace VSIL FA3T1-27-04 original issue dated 06 August 2024.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 18 March 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be



installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS, as specified below:

For A320 family program: Airworthiness Office,
E-mail: account.airworth-eas@airbus.com.

For A330/A340 family program: Airworthiness Office,
E-Mail: airworthiness.A330-A340@airbus.com.



Appendix 1 – Affected parts s/n (see Definition of ‘Affected part’ and ‘Serviceable part’)

Table 1 – s/n for the A320 family (P/N 47145-XXX)

THSA s/n				
7	1223	1865	2651	4132
45	1225	1869	2678	4135
216	1231	1873	2682	4198
325	1281	1882	2699	4224
410	1284	1893	2703	4237
442	1288	1931	2720	4274
450	1315	1944	2745	4395
676	1330	1947	2767	4566
715	1348	1948	2802	4601
729	1354	1955	2809	4746
754	1360	2027	2837	4748
766	1360	2032	2879	5407
783	1373	2039	2969	5504
796	1379	2097	2971	5539
802	1394	2099	2988	6968
831	1436	2101	2993	7198
888	1437	2115	2997	
907	1463	2164	2998	
909	1471	2227	3037	
929	1478	2237	3068	
945	1486	2267	3073	
948	1502	2287	3114	
961	1503	2306	3138	
964	1514	2322	3141	
970	1526	2339	3184	
983	1532	2345	3238	
986	1554	2350	3315	
1033	1557	2367	3342	
1043	1568	2376	3342	
1078	1585	2392	3347	
1097	1604	2399	3367	
1107	1608	2411	3457	
1116	1682	2443	3532	
1125	1697	2446	3758	
1130	1704	2477	3773	
1149	1709	2477	3803	
1151	1755	2498	3825	
1164	1796	2552	3830	
1166	1814	2553	3862	
1175	1857	2586	3869	
1176	1755	2599	3906	
1177	1796	2620	3941	
1181	1814	2644	3951	
1207	1857	2650	4022	



Table 2 – s/n for the A330/A340 family (P/N 47172-XXX)

THSA s/n			
315	498	1001	1092

