
 適航指令發布單 Airworthiness Directive Issuance Form			
民航局AD編號 AD Number	CAA-2015-05-003	發布日期 Date issued	2015/5/12
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	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.		
主旨摘要	Flight Controls – Trimmable Horizontal Stabilizer Actuator – Identification / Replacement		
民航局 CAA <input type="checkbox"/> 本國產品 Native products <input type="checkbox"/> 其他個案 Other	設計國民航主關機構 Original Authorities <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> FAA <input checked="" type="checkbox"/> EASA <input type="checkbox"/> Brazil <input type="checkbox"/> Transport Canada Civil Aviation <input type="checkbox"/> DGAC </div> <div> <input type="checkbox"/> Germany LBA <input type="checkbox"/> CAA-NL <input type="checkbox"/> UK CAA <input type="checkbox"/> Japan CAB <input type="checkbox"/> CAA of Israel <input type="checkbox"/> Other _____ </div> </div>		
	設計國AD編號 Original AD number	2015-0080	
	1. 直接採用原AD之內容?(Is the original AD directly adopted?) <input checked="" type="checkbox"/> 是(Yes) <input type="checkbox"/> 否(No) ____ a. 生效日期另訂為(Re-specify the effective date as) : _____ b. 執行時限另訂為(Re-specify the compliance time or period as) : _____ 2. 使用人是否需要將AD執行結果向民航局提出報告?(Do Users need to report the status of compliance to the CAA?) <input type="checkbox"/> 是(Yes) <input checked="" type="checkbox"/> 否(No)		
備註 Note	ATA 27. Ref. Publications: Airbus SB A320-27-1242 original issue dated 09 February 2015. and 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.		
註： 1. AD內容後附。 2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。 3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail：adcaa@mail.caa.gov.tw Note： 1. The AD text is enclosed. 2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval. 3. For further information, please contact Civil Aeronautics Administration on Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail：adcaa@mail.caa.gov.tw			

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0080
	Date: 07 May 2015 <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>	
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:	None
ATA 27	Flight Controls – Trimmable Horizontal Stabilizer Actuator – Identification / Replacement
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>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>
Effective Date:	21 May 2015

<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 1425 1314"> <thead> <tr> <th>Date</th><th>THSA FC Limit (since first installation on an aeroplane, or since last NBB replacement, whichever is later)</th></tr> </thead> <tbody> <tr> <td>31 December 2015</td><td>40 000 FC</td></tr> <tr> <td>31 December 2016</td><td>36 000 FC</td></tr> <tr> <td>31 December 2017</td><td>33 600 FC</td></tr> <tr> <td>31 December 2018</td><td>31 600 FC</td></tr> <tr> <td>31 December 2019</td><td>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.</p> <p>UTAS SB 47145-27-17 original issue dated 16 February 2015.</p> <p>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"> If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 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. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 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. 												