

JIC: 14123 / 0

Title: THSA INSPECTIONS\_10 MNTH INTERVAL\_SB\_CONFIG.001\_WITHOUT\_ELSD\_INSTALLED

Area: SYS2

ATA:

Special Codes:

A/C: BIV

Job Instruction Card for - / -

**ITEM 1 - THSA INSPECTIONS\_10 MNTH INTERVAL\_SB\_CONFIG.001\_WITHOUT\_ELSD\_INSTALLED**

**Panels:** 312AR (EMPEN AND FUSE TAIL - PANEL 1 - RIGHT SIDE)  
**Zones:** 310 (FUSLG TAIL SECTION AFT OF AFT PRESS BHD SIDE: LR)  
**References:** EASA AD: 2017-0237 REV.00.  
 SB: 27-1164 Rev.13  
**Material:** 11-026 SOLVENT GENERAL PURPOSE 1.0 req.  
 19-003 LINT-FREE COTTON CLOTH 1.0 req.

**STEP 01.**

HEADER. APPROVAL DATA.

Prepared by: 10657 06 DEC 2017  
 Approved by: 11700 06 DEC 2017

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**STEP 02.**

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GENERAL INFORMATION.

 **WARNING**

MAKE SURE THAT YOU OBEY ALL THE WARNINGS AND ALL THE CAUTIONS INCLUDED IN THE REFERENCED PROCEDURES.

 **WARNING**

PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS
- THE FLIGHT CONTROL SURFACES
- THE LANDING GEAR AND THE ASSOCIATED DOORS
- OR ANY COMPONENT THAT MOVES.

MOVEMENT OF COMPONENTS CAN KILL OR INJURE PERSONS.

 **WARNING**

MAKE SURE THAT THE TRAVEL RANGES OF THE FLIGHT CONTROL SURFACES ARE CLEAR BEFORE YOU PRESSURIZE/DEPRESSURIZE A HYDRAULIC SYSTEM.

 **CAUTION**

ALWAYS OBEY THE PRECAUTIONS THAT FOLLOW TO KEEP ELECTRICAL WIRING IN A SATISFACTORY CONDITION (ELECTRICALLY AND MECHANICALLY SERVICEABLE). WHEN YOU DO MAINTENANCE WORK, REPAIRS OR MODIFICATIONS, ALWAYS KEEP ELECTRICAL WIRING, COMPONENTS AND THE WORK AREA AS CLEAN AS POSSIBLE. TO DO THIS:

- PUT PROTECTION, SUCH AS PLASTIC SHEETING, CLOTHS, ETC. AS NECESSARY ON WIRING AND COMPONENTS.
- REGULARLY REMOVE ALL SHAVINGS, UNWANTED MATERIAL AND OTHER CONTAMINATION.

THESE PRECAUTIONS WILL DECREASE THE RISK OF CONTAMINATION AND DAMAGE TO THE ELECTRICAL WIRING INSTALLATION.

IF THERE IS CONTAMINATION, REFER TO ESPM 20-55-00.

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**STEP 03.**

STANDARD PRACTICES.

1. For the identification of access panels, refer to AMM 06-41-53 Page Block 001.
2. For the identification of zones, refer to AMM 06-20-00, Page Block 001.
3. For the visual inspection of areas with lower accessibility and poor visibility, use a mirror and additional light(s).
4. For removal/installation of cotter pins, refer to Process and Material Specification (PMS) 01-05-44.

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**STEP 04.**

Mech. Skill: A/B1

JOB SET-UP.

1. The items given in this note shall be considered as the basic Aircraft configuration before you start a maintenance task:
  - Aircraft on the ground resting on landing gear (the ground safety locks and the wheel chocks are in position on the landing gear)
  - Engine shut down, thrust reversers closed and locked
  - Aircraft in clean configuration
  - Parking brake applied
  - Aircraft electrical network de-energized
  - Hydraulic systems depressurized
  - Access to the cockpit and cabin is available
  - All circuit breakers are in closed position
  - All controls in NORM, AUTO or OFF position.
2. Make sure that the aircraft is electrically grounded, refer to AMM Task 12-34-24-869-002.
3. Put an access platform in position at zone 310.
4. Do the preparation procedure as specified in the Detailed Inspection of THSA Upper Attachments for Secondary Load Path Loading, refer to AMM Task 27-44-51-220-004.

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**STEP 05.**

Mech. Skill: B1 Dble. Rel. Skill: B1

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VISUALLY INSPECT THE UPPER THSA ATTACHMENT FOR CORRECT INSTALLATION, CRACKS, DAMAGE AND METALLIC PARTICLES.

 **NOTE**

Do not clean the inspection areas before the inspection has been accomplished.

Do a General Visual Inspection for correct installation, cracks and damages:

- the upper gimbal, refer to Figure 01 (Sheet 04), Detail E
- the no back housing yokes structure, refer to Figure 01 (Sheet 05), Detail F.

1. Inspect the front and aft no back housing yoke to the gimbal attachment to detect a possible previous incorrect installation.

- 1.1. Check the bolt and washer are present.
- 1.2. Check the correct retention of the bolt with the key washer.

Crack or damage found: YES \_\_\_\_\_ NO \_\_\_\_\_

2. If cracks or damages are found:

- 2.1. Replace the THSA before next flight, do Steps 07 through 11.
- 2.2. Do the inspection again as per this Step and the following.

3. If no cracks or damages are found:

3.1. Visually inspect for metallic particles:

- the spherical bearing, refer to Figure 01 (Sheet 02), Details C,
- the base of the tie rod sphere, refer to Figure 01 (Sheet 03), Detail D and Section B\_B.

Metallic particles found: YES \_\_\_\_\_ NO \_\_\_\_\_

3.1.1. If no metallic particles are found do the inspection of the upper attachment parts, proceed to Step 06 "Visually inspect the upper attachment for correct installation of attachment parts".

3.1.2. If metallic particles are found immediately inform Engineering Department or Customer Representative to contact AIRBUS before next flight for further repair instructions.

 **NOTE**

If you find circular marks on the base of the tie rod sphere refer to GOODRICH ACTUATION SYSTEMS Service Bulletin No. 47145-27-10 (attached to the Work Order) for acceptable marks.

 **WARNING**

UNTIL ANSWER IS RECEIVED FROM PRODUCT SUPPORT, NO FLIGHT IS PERMITTED.

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**STEP 06.**

Mech. Skill: B1 Dble. Rel. Skill: B1

**MECH**

**INSP**

VISUALLY INSPECT THE UPPER ATTACHMENT FOR CORRECT INSTALLATION OF ATTACHMENT PARTS.

1. Visually inspect that the bearing, the bush, the locking washer, the retainer nut, the washers and (if applicable) the shim(s) and the attaching bolts are installed as shown on Figure 02, Figure 02 (Sheet 01), Details B, C, and Figure 02 (Sheet 02), Section A-A.
2. Make sure that the bolts, the nuts and the cotter pins are installed as shown on Figure 02, Figure 02 (Sheet 03), Detail D.
3. Measure the depth of the sliding bush as shown on Figure 02, Figure 02 (Sheet 04), Detail E, the measured value must be between 6.0 - 7.5 mm (0.236 to 0.295 in.).
4. Make sure that the attaching bolts are secured to each other with lockwire as shown on Figure 02, Figure 02 (Sheet 04), Detail E.

**NOTE**

Make sure that the washers and (if applicable) the shim(s) fill the space between the flange of the bolt and the retainer nut.

- 4.1. If no installation deviations and no metallic particles are found proceed to the Step 12 "Close Up".
- 4.2. If deviations are found immediately inform Engineering Department or Customer Representative to contact AIRBUS before next flight for further repair instructions. Product Support must be notified to give the correction instructions.

**WARNING**

UNTIL ANSWER IS RECEIVED FROM PRODUCT SUPPORT, NO FLIGHT IS PERMITTED.

5. Clean the components and area that follow, with Non Aqueous Cleaner-General 08BAA9 and Textile-Lint Free Cotton 14SBA1.
  - The upper gimble,
  - The no back housing yokes,
  - The spherical bearing,
  - The base of the tie rod sphere.
6. Let the components and area dry.
7. Fill in the Inspection Report attached to the Work Order.

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**STEP 07.**

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REPLACEMENT OF THE THSA. GENERAL INFORMATION.

**THIS STEP IS ONLY REQUIRED IN CASE OF THSA REPLACEMENT.  
MARK THIS STEP AS NOT APPLICABLE (N/A) OR NOT REQUIRED (N/R)  
IF YOU DO NOT PERFORM THIS STEP.**

**⚠ WARNING**

MAKE SURE THAT YOU OBEY ALL THE WARNINGS AND ALL THE CAUTIONS INCLUDED IN THE REFERENCED PROCEDURES.

**⚠ WARNING**

PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS
- THE FLIGHT CONTROL SURFACES
- THE LANDING GEAR AND THE ASSOCIATED DOORS
- OR ANY COMPONENT THAT MOVES.

MOVEMENT OF COMPONENTS CAN KILL OR INJURE PERSONS.

**⚠ WARNING**

MAKE SURE THAT THE TRAVEL RANGES OF THE FLIGHT CONTROL SURFACES ARE CLEAR BEFORE YOU PRESSURIZE/DEPRESSURIZE A HYDRAULIC SYSTEM.

**⚠ CAUTION**

ALWAYS OBEY THE PRECAUTIONS THAT FOLLOW TO KEEP ELECTRICAL WIRING IN A SATISFACTORY CONDITION (ELECTRICALLY AND MECHANICALLY SERVICEABLE). WHEN YOU DO MAINTENANCE WORK, REPAIRS OR MODIFICATIONS, ALWAYS KEEP ELECTRICAL WIRING, COMPONENTS AND THE WORK AREA AS CLEAN AS POSSIBLE. TO DO THIS:

- PUT PROTECTION, SUCH AS PLASTIC SHEETING, CLOTHS, ETC. AS NECESSARY ON WIRING AND COMPONENTS.
- REGULARLY REMOVE ALL SHAVINGS, UNWANTED MATERIAL AND OTHER CONTAMINATION.

THESE PRECAUTIONS WILL DECREASE THE RISK OF CONTAMINATION AND DAMAGE TO THE ELECTRICAL WIRING INSTALLATION.

IF THERE IS CONTAMINATION, REFER TO ESPM 20-55-00.

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**STEP 08.**

REPLACEMENT OF THE THSA. STANDARD PRACTICES.

**THIS STEP IS ONLY REQUIRED IN CASE OF THSA REPLACEMENT.  
MARK THIS STEP AS NOT APPLICABLE (N/A) OR NOT REQUIRED (N/R)  
IF YOU DO NOT PERFORM THIS STEP.**

1. For the identification of access panels, refer to AMM 06-41-53 Page Block 001.
2. For the identification of zones, refer to AMM 06-20-00, Page Block 001.
3. For removal/installation of cotter pins, refer to Process and Material Specification (PMS) 01-05-44.

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**STEP 09.**

Mech. Skill: A/B1

REPLACEMENT OF THE THSA. JOB SET-UP.

**THIS STEP IS ONLY REQUIRED IN CASE OF THSA REPLACEMENT.  
MARK THIS STEP AS NOT APPLICABLE (N/A) OR NOT REQUIRED (N/R)  
IF YOU DO NOT PERFORM THIS STEP.**

1. The items given in this note shall be considered as the basic Aircraft configuration before you start a maintenance task:
  - Aircraft on the ground resting on landing gear (the ground safety locks and the wheel chocks are in position on the landing gear)
  - Engine shut down, thrust reversers closed and locked
  - Aircraft in clean configuration
  - Parking brake applied
  - Aircraft electrical network de-energized
  - Hydraulic systems depressurized
  - Access to the cockpit and cabin is available
  - All circuit breakers are in closed position
  - All controls in NORM, AUTO or OFF position.
2. Make sure that the aircraft is electrically grounded, refer to AMM Task 12-34-24-869-002.
3. Put an access platform in position at zone 310.
4. Do the preparation procedure as specified in the removal of the Trimmable Horizontal Stabiliser (THS) Actuator, refer to AMM Task 27-44-51-000-001.

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**STEP 10.**

Mech. Skill: B1 Dble. Rel. Skill: B1

REPLACEMENT OF THE THSA. DEPENDING ON INSPECTION RESULTS, REPLACE THE THSA.

**THIS STEP IS ONLY REQUIRED IN CASE OF THSA REPLACEMENT.  
MARK THIS STEP AS NOT APPLICABLE (N/A) OR NOT REQUIRED (N/R)  
IF YOU DO NOT PERFORM THIS STEP.**

1. Remove the THSA, refer to AMM Task 27-44-51-000-001.
2. Install a new THSA, refer to AMM Task 27-44-51-400-001.

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**STEP 11.**

Mech. Skill: B1 Dble. Rel. Skill: B1	MECH	INSP
<p>REPLACEMENT OF THE THSA. TEST.</p> <p><b>THIS STEP IS ONLY REQUIRED IN CASE OF THSA REPLACEMENT. MARK THIS STEP AS NOT APPLICABLE (N/A) OR NOT REQUIRED (N/R) IF YOU DO NOT PERFORM THIS STEP.</b></p> <p>1. Remove the Safety clips and/or tags and close/unlock the circuit breakers as specified after the installation of the Trimmable Horizontal Stabiliser (THS) Actuator, refer to AMM Task 27-44-51-400-001.</p> <p>2. Do the test procedure as specified after the installation of the Trimmable Horizontal Stabiliser (THS) Actuator, refer to AMM Task 27-44-51-400-001.</p>		

**STEP 12.**

Mech. Skill: A/B1	MECH	INSP
<p>CLOSE-UP.</p> <p>1. Make sure that the work areas are clean and clear of tools and other items of equipment.</p> <p>2. Do the close-up procedure as specified in the Detailed Inspection of THSA Upper Attachments for Secondary Load Path Loading, refer to AMM Task 27-44-51-220-004.</p> <p>OR</p> <p>2. Do the close-up procedure as specified after the installation of the THSA, if THSA was replaced, refer to AMM Task 27-44-51-400-001.</p> <p>3. Remove the access platform(s).</p> <p>4. Put the aircraft back to its initial configuration.</p>		

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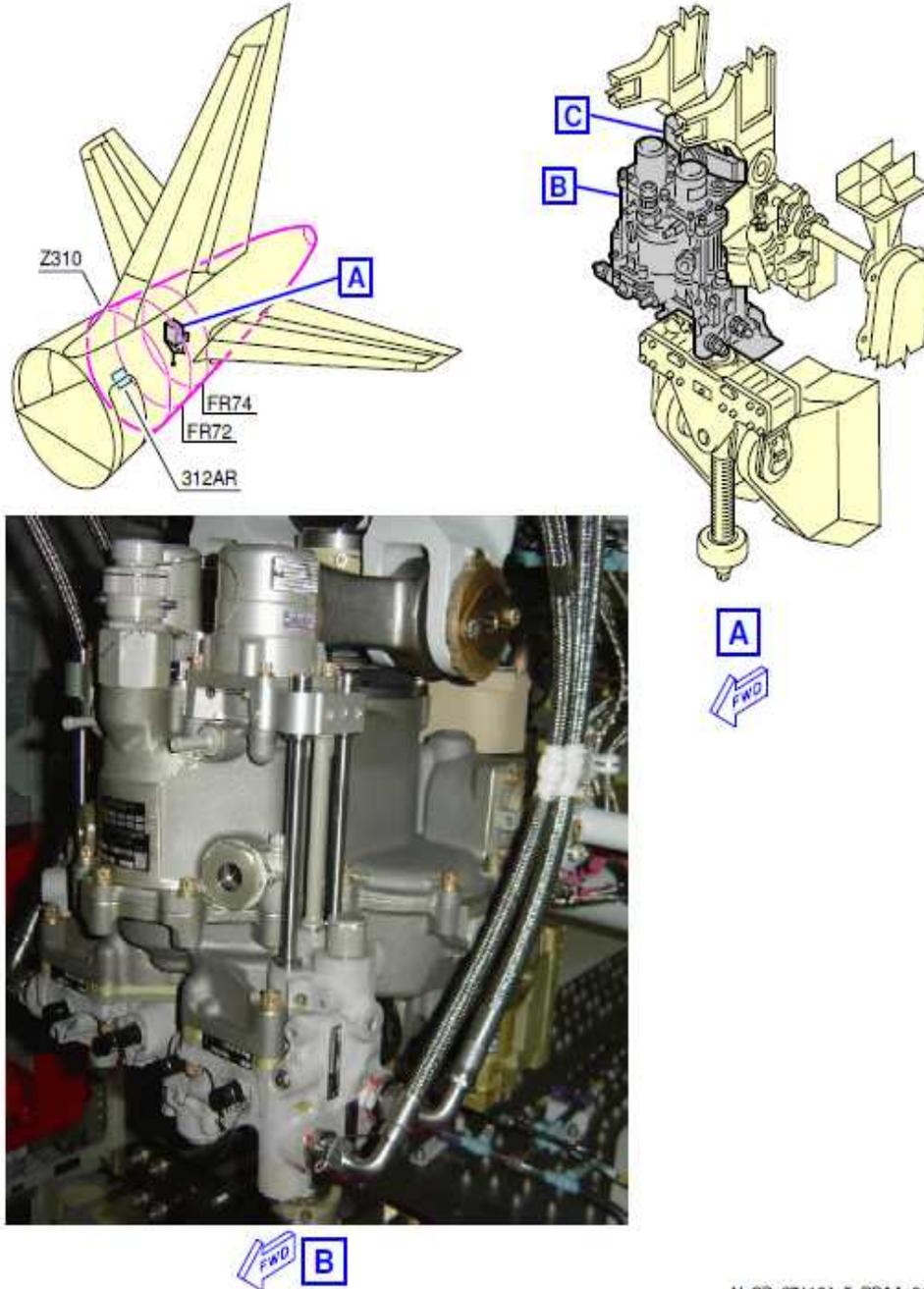
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**FIGURE 01 (SHEET 01).**

VISUAL INSPECTION OF THE UPPER THSA ATTACHMENT.



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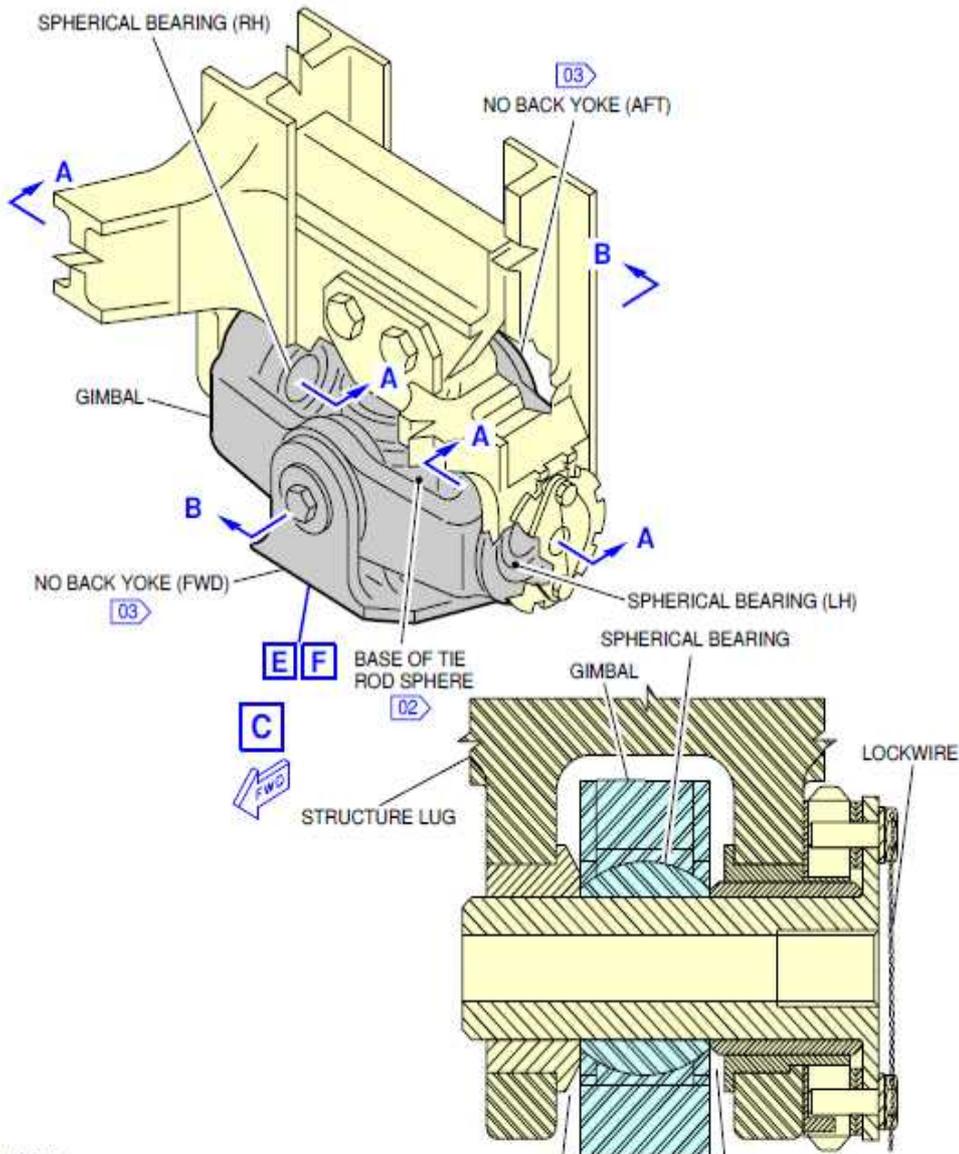
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**FIGURE 01 (SHEET 02).**

VISUAL INSPECTION OF THE UPPER THSA ATTACHMENT.



**NOTE:**

- 01 VISUALLY INSPECT FOR METALLIC PARTICLES BETWEEN THE GIMBAL AND THE STRUCTURE LUGS.
- 02 FOR INSPECTION AREAS REFER TO SHEET 3.
- 03 FOR INSPECTION AREAS REFER TO SHEETS 4 AND 5.

A - A  
LH SHOWN  
RH SYMMETRICAL

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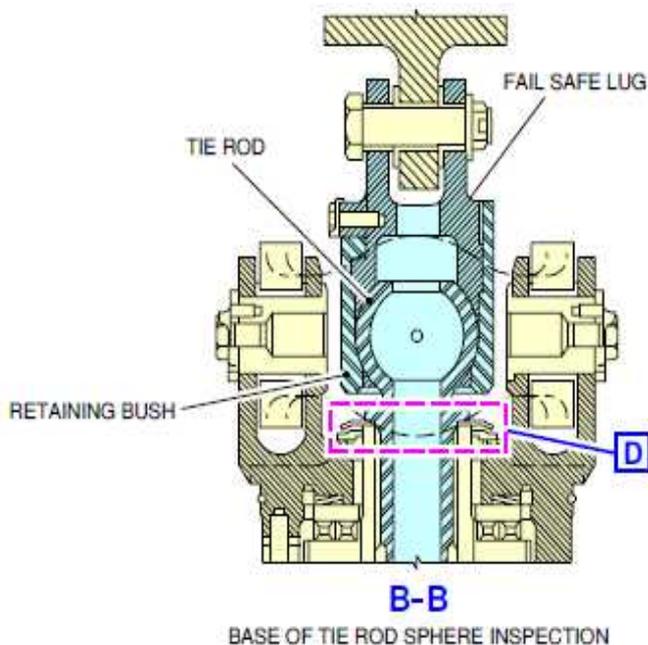
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**FIGURE 01 (SHEET 03).**

VISUAL INSPECTION OF THE UPPER THSA ATTACHMENT.



**NOTE:**

 INSPECTION AREA (AROUND THE TIE BAR).

VISUALLY EXAMINE THE BASE OF THE TIE ROD SPHERE LOCATED BETWEEN THE TWO LUGS OF THE NO BACK HOUSING AND THE ADJACENT AREA FOR THE PRESENCE OF METAL PARTICLES.



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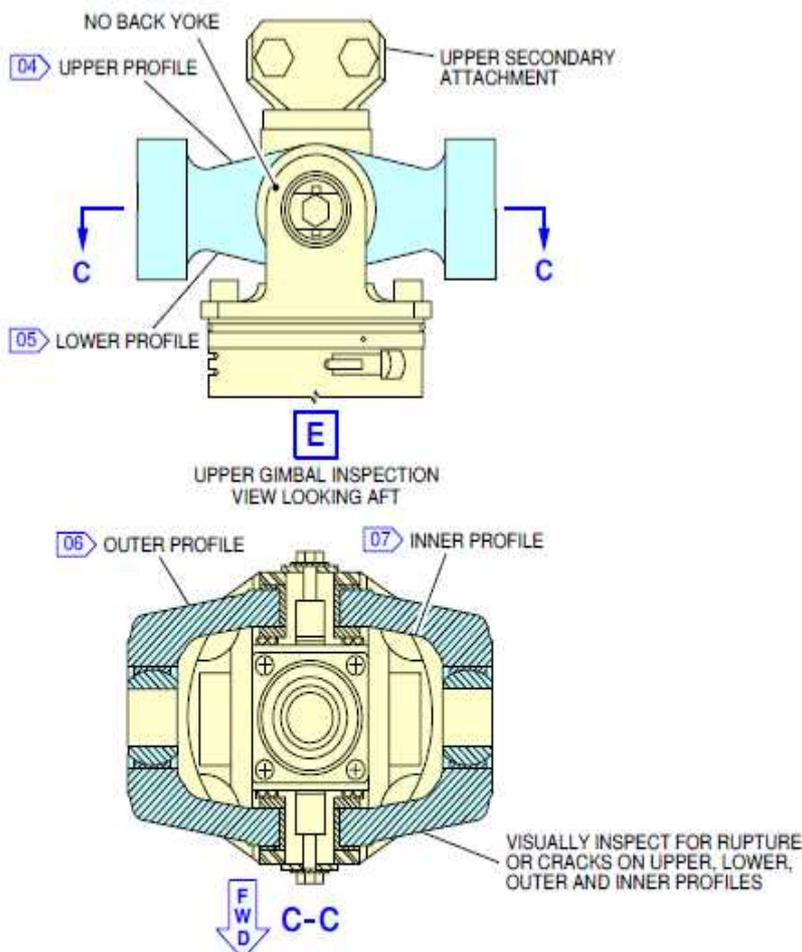
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**FIGURE 01 (SHEET 04).**

VISUAL INSPECTION OF THE UPPER THSA ATTACHMENT.



**NOTE:**

FOR THE EXECUTION OF THE FOLLOWING INSPECTION PROCEDURE, IT IS REQUESTED TO USE A MIRROR TO GAIN FULL VISIBILITY OF THE THS ACTUATOR STRUCTURAL PARTS AS DETAILED BELOW.

- 04 THE UPPER PROFILE: SECTION FACING THE FIXING INTERFACE WITH THE AIRCRAFT STRUCTURE, EXCLUDING THE UPPER SURFACE OF THE GIMBAL SURROUNDING THE SPHERICAL BEARING.
- 05 THE LOWER PROFILE: SECTION FACING THE NO BACK HOUSING, EXCEPT THE SURFACE COVERED BY THE NO BACK YOKE. DUE TO THE POOR ACCESSIBILITY AROUND THE NO BACK HOUSING YOKE, IT IS RECOMMENDED TO USE A MIRROR.
- 06 THE OUTER PROFILE: EXTERNAL SECTION OF THE GIMBAL RUNNING AT 360 DEG AROUND THE EQUIPMENT.
- 07 THE INNER PROFILE: INTERNAL SECTION OF THE GIMBAL SURROUNDING THE SECONDARY ATTACHMENT.

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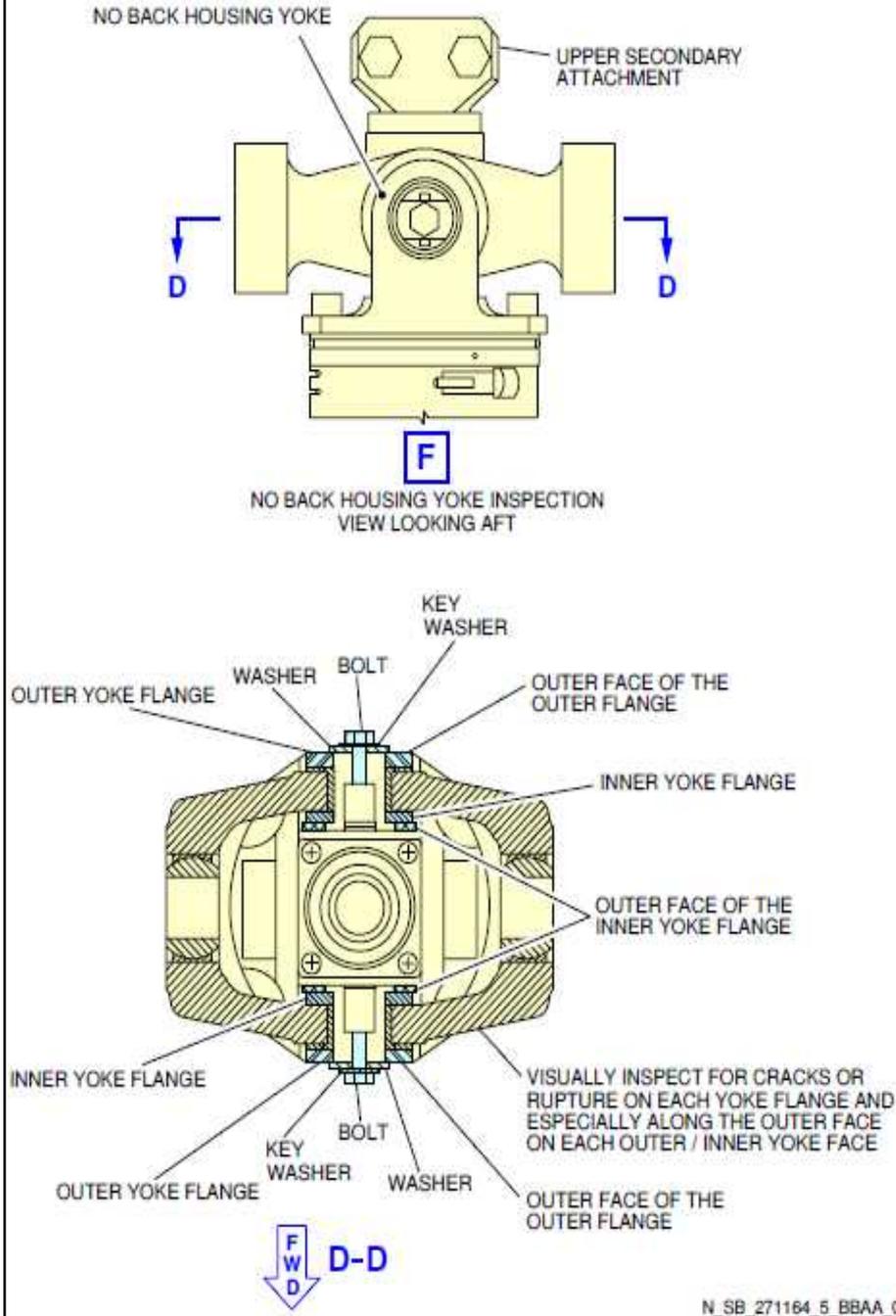
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**FIGURE 01 (SHEET 05).**

VISUAL INSPECTION OF THE UPPER THSA ATTACHMENT.



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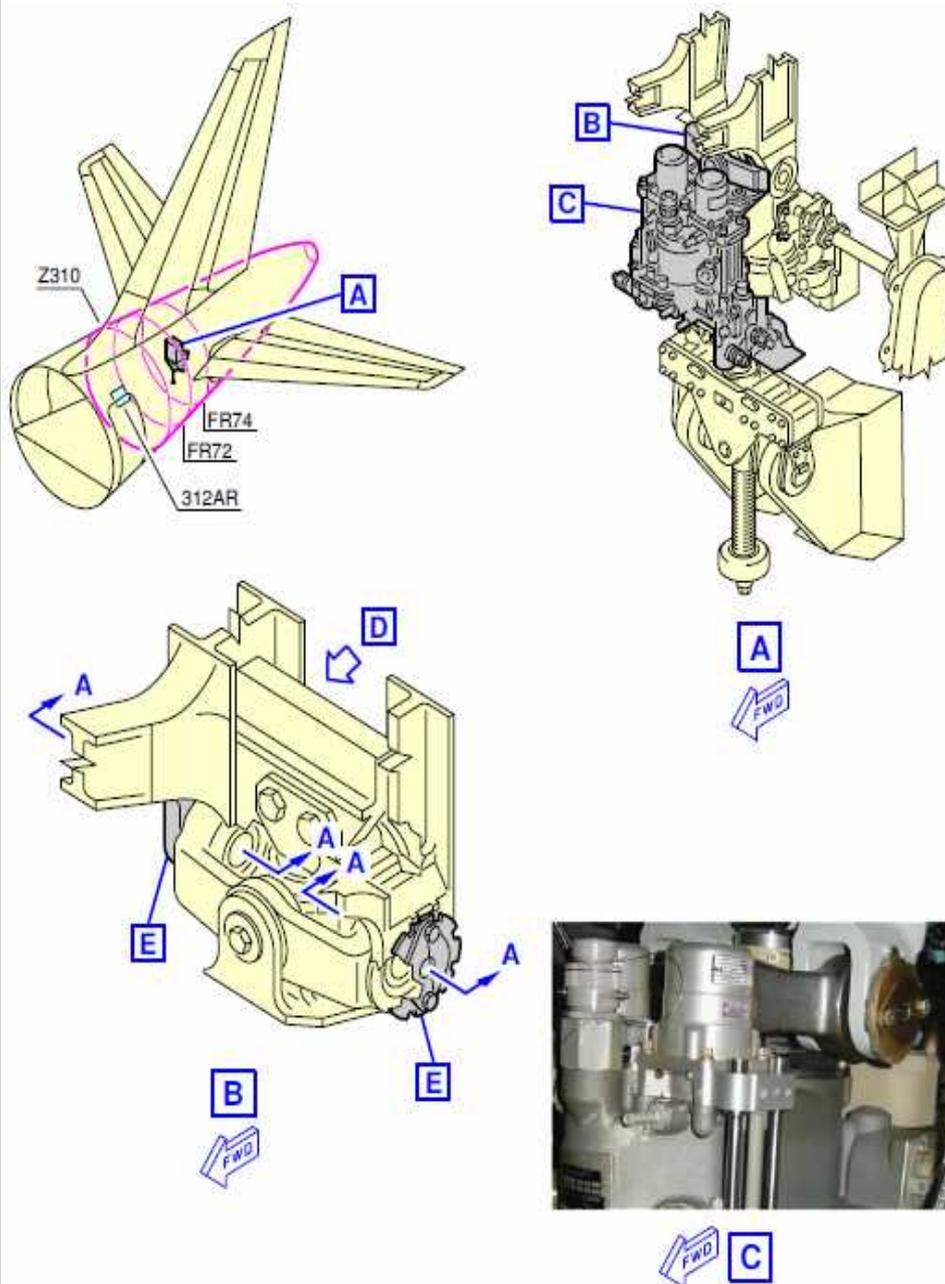
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**FIGURE 02 (SHEET 01).**

VISUAL INSPECTION OF THE UPPER THSA ATTACHMENT (CHECK FOR CORRECT INSTALLATION).

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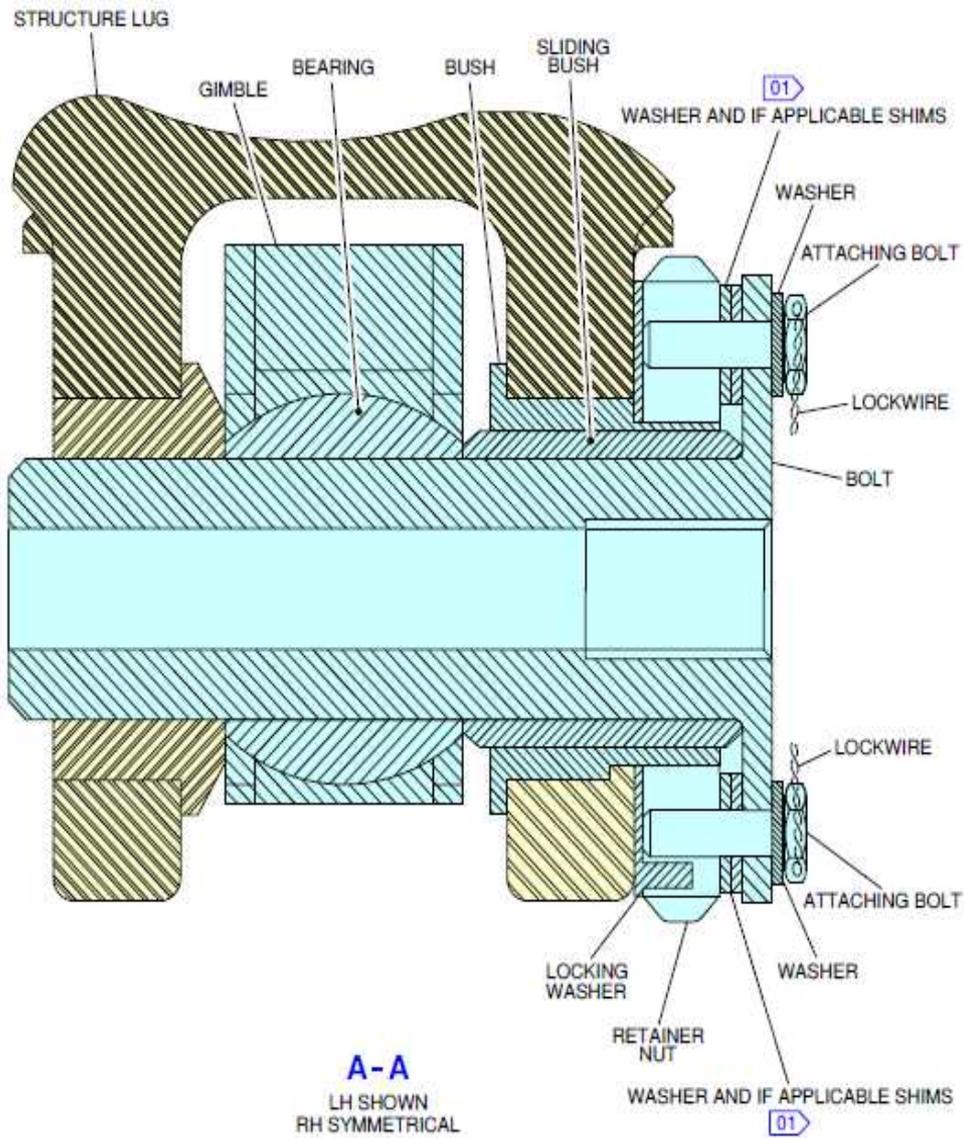
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**FIGURE 02 (SHEET 02).**

VISUAL INSPECTION OF THE UPPER THSA ATTACHMENT (CHECK FOR CORRECT INSTALLATION).



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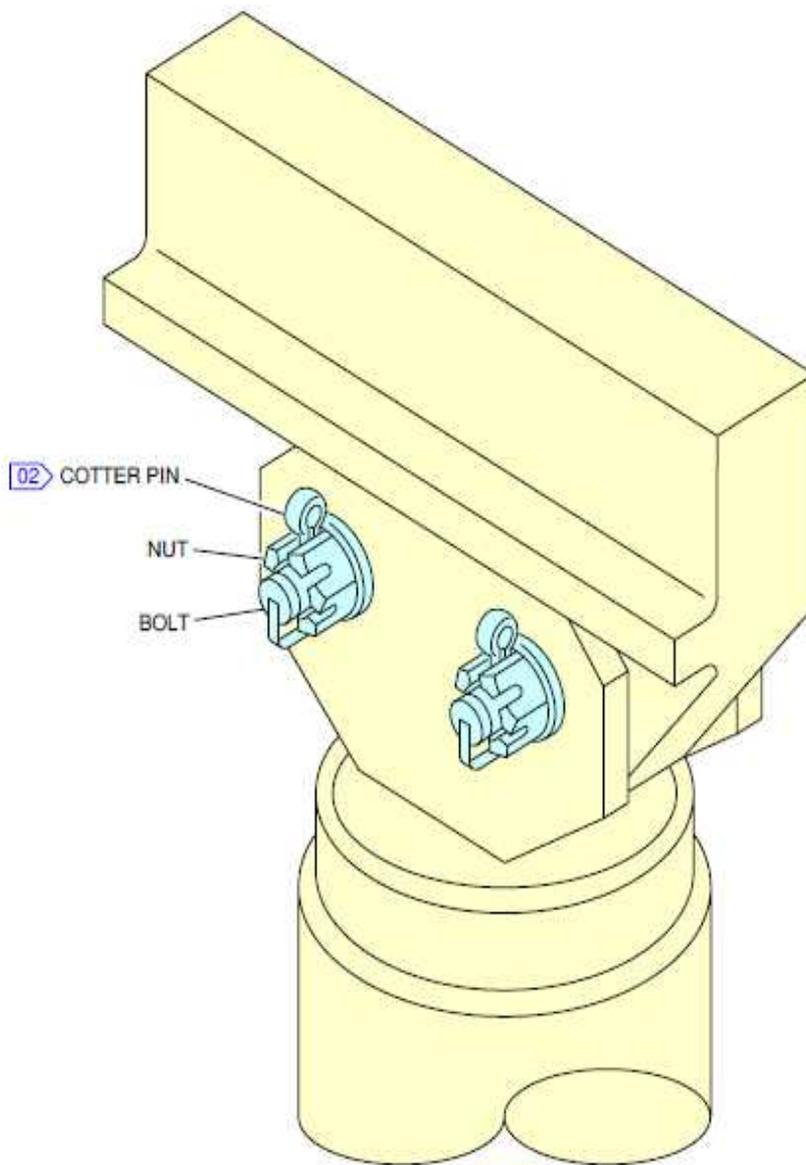
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**FIGURE 02 (SHEET 03).**

VISUAL INSPECTION OF THE UPPER THSA ATTACHMENT (CHECK FOR CORRECT INSTALLATION).



**NOTE:**

**02** THE LOCKING OF THE COTTER PIN HAS TO BE IN LINE WITH PROCESS AND MATERIAL SPECIFICATION (PMS) 01-05-44.

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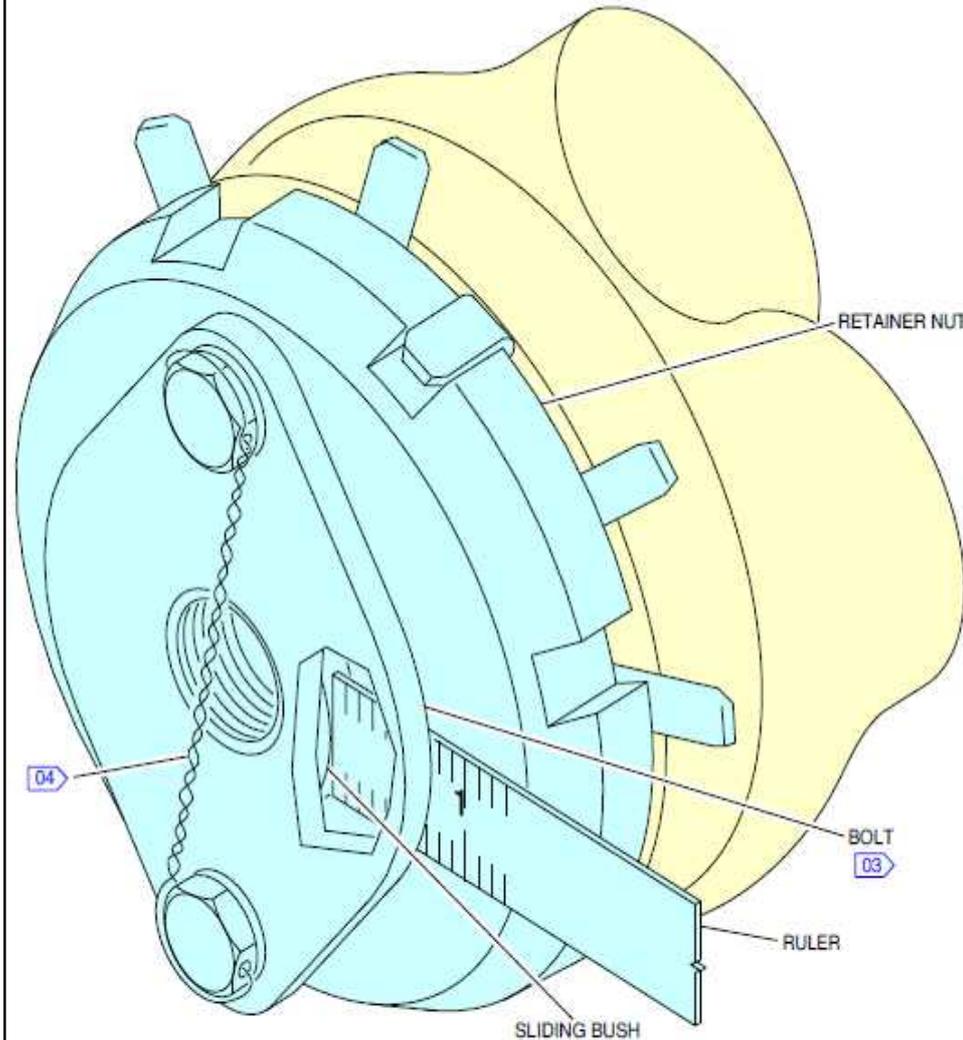
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**FIGURE 02 (SHEET 04).**

VISUAL INSPECTION OF THE UPPER THSA ATTACHMENT (CHECK FOR CORRECT INSTALLATION).



**E**  
LH SHOWN  
RH SYMMETRICAL

**NOTE:**

- 03** THE MEASUREMENT CAN BE DONE FROM THE RADIUS ON BOTH SIDES OF THE BOLT. VALUE OF 6.00 mm – 7.50 mm (0.236 in TO 0.295 in) INDICATES THE SLIDING BUSH IS INSTALLED.
- 04** MAKE SURE THAT THE ATTACHING BOLTS ARE SECURED TO EACH OTHER WITH LOCKWIRE.

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