

JIC: 14121 / 0

Title: THSA INSPECTIONS_20 MNTH INTERVAL_SB_CONFIG.001_WITHOUT_ELSD_INSTALLED

Area: SYS2

ATA:

Special Codes:

A/C: BIV

Job Instruction Card for - / -

ITEM 1 - THSA INSPECTIONS_20 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 Lower Attachments for Secondary Load Path Loading, refer to AMM Task 27-44-51-220-003.

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 **NOTE**

Instead of moving the THSA to the zero position, move the THSA to the full nose up position.

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STEP 05.

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

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CHECK THE CLEARANCE BETWEEN THE SECONDARY NUT TRUNNIONS AND THE JUNCTION PLATES AT THE LOWER THSA ATTACHMENT.

 **NOTE**

The ball screw shall be cleaned before the inspection.

 **NOTE**

The THSA has to be put in full nose up position for inspection of the ball screw thread.

Do a Check of the upper and lower clearance between the secondary nut trunnion and the junction plate at the:

- front side, refer to Figure 01 Details B, C, D, E and F
 - rear side, refer to Figure 01 Details B, G, H and J
- of the lower THSA attachment.

 **NOTE**

A feeler gauge of 0.6mm (0.024in.) thickness must move freely over the contact face. Due to slightly rounded profile of secondary nut trunnion and junction plate the width of feeler gauge should be about 10.0mm (0.393in.) maximum.

The measured clearance is less than 0.6mm (0.024in.): YES _____ NO _____

1. If the measured clearance is less than 0.6mm (0.024in.):
 - 1.1. Replace the THSA before next flight, do Steps 07 through 11.
 - 1.2. Do the clearance check again according to this Step and the Steps that follow.
2. If the measured clearance is 0.6mm (0.024in.) or larger do the inspection of the lower attachment parts, proceed to Step 06 "Visually inspect the lower attachment for correct installation of attachment parts".

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STEP 06.

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

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

1. Make sure that the shafts, the brackets, the nuts and the cotter pins are installed as shown on Figure 02 (Sheet 01), Detail B and C.
2. Make sure that the shoulder bush, the retainer washers and the retainer nuts are installed as shown on Figure 02 (Sheet 02), Section A-A.
3. Clean the inspection area with Non Aqueous Cleaner-General 08BAA9 and Textile-Lint Free Cotton 14SBA1.
 - The area around the secondary nut trunnion and the junction plate,
 - The lower attachment of the THSA,
 - The ball screw of the THSA.
- 3.1. If installation deviations are found:
 - 3.1.1. If the nuts and the cotter pins for the brackets are installed on the other side of the lug and if when checked with the feeler gauge the clearance to the THS arm is more than 3.0 mm (0.118 in.) and there is no evidence of contact wear, then this deviation can remain until next THSA removal. To obtain this clearance, it may be necessary to adjust the cotter pin.
 - 3.1.2. For all other case immediately inform Engineering Department or Customer Representative to contact AIRBUS before next flight for further repair instructions.

 **WARNING**

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

- 3.2. Do a General Visual Inspection of the THSA Ball Screw to check for absence of dents in the screw thread (functional area where balls are rolling).

 **NOTE**

If you find shiny marks on the ball screw, do not replace the THSA as these marks are permitted, refer to AMM Task 27-44-51-220-001 paragraph 4.A.(7) for more data.

If dents are found in the screw thread immediately inform Engineering Department or Customer Representative to contact AIRBUS before next flight for further repair instructions.

- 3.3. If no installation deviations are found and if no dents are found in the screw thread lubricate the THSA Ball Screw Nut, refer to AMM Task 12-22-27-640-003.
4. 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 style="text-align: center;">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.</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 Lower Attachments for Secondary Load Path Loading, refer to AMM Task 27-44-51-220-003.</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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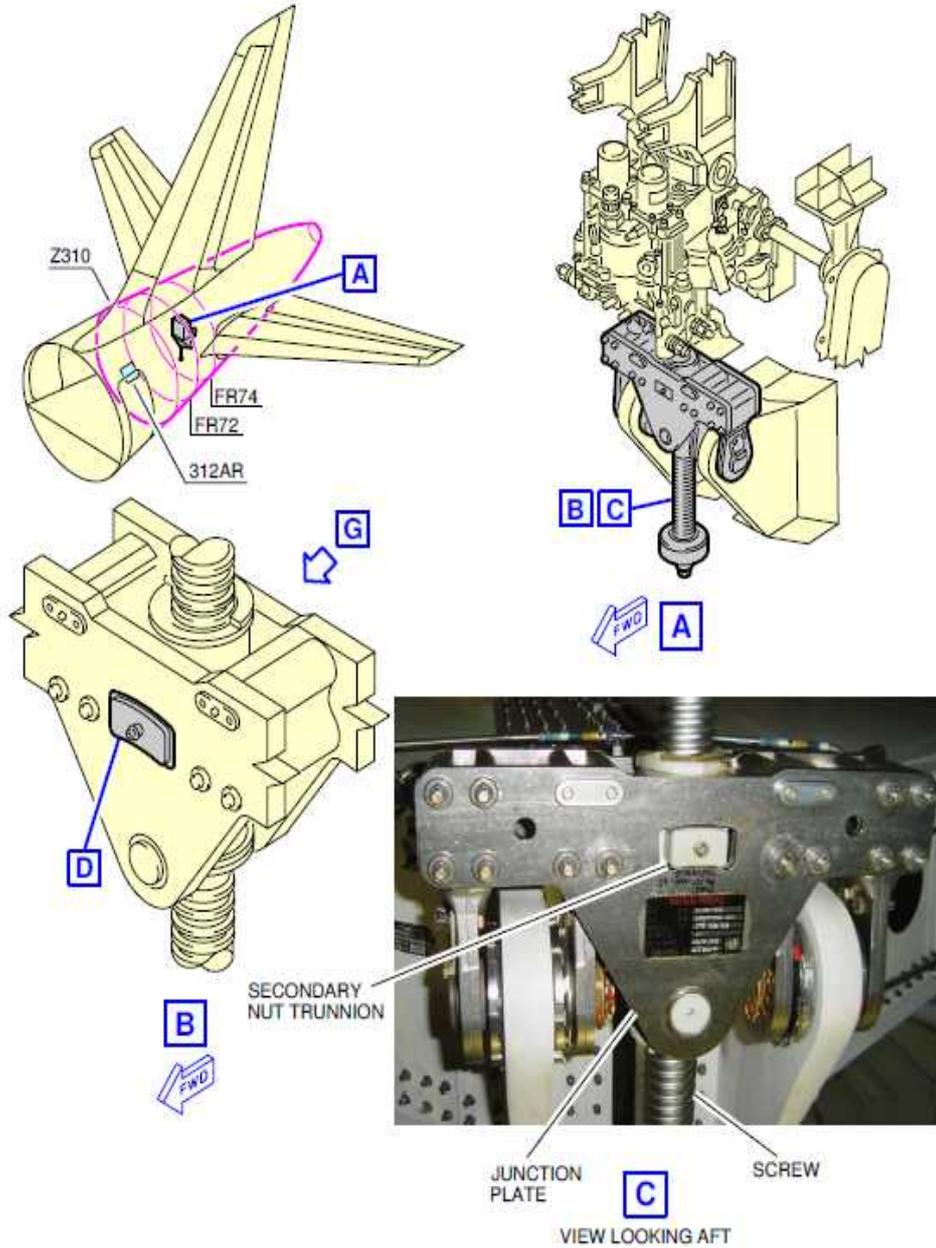
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FIGURE 01 (SHEET 01).

VISUAL INSPECTION OF THE LOWER THSA ATTACHMENT.

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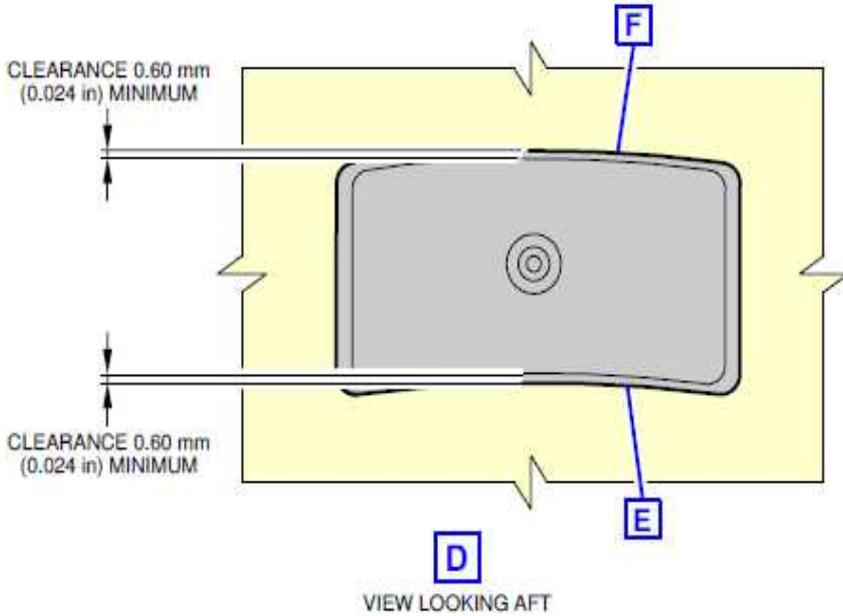
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FIGURE 01 (SHEET 02).

VISUAL INSPECTION OF THE LOWER THSA ATTACHMENT.



E
VIEW LOOKING AFT



F
VIEW LOOKING AFT

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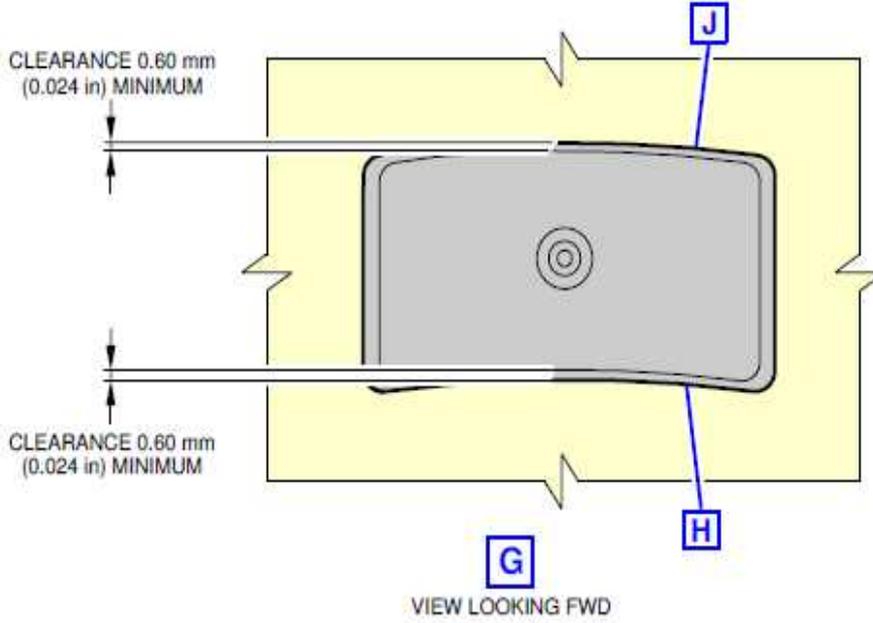
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FIGURE 01 (SHEET 03).

VISUAL INSPECTION OF THE LOWER THSA ATTACHMENT.



H
VIEW LOOKING FWD



J
VIEW LOOKING FWD

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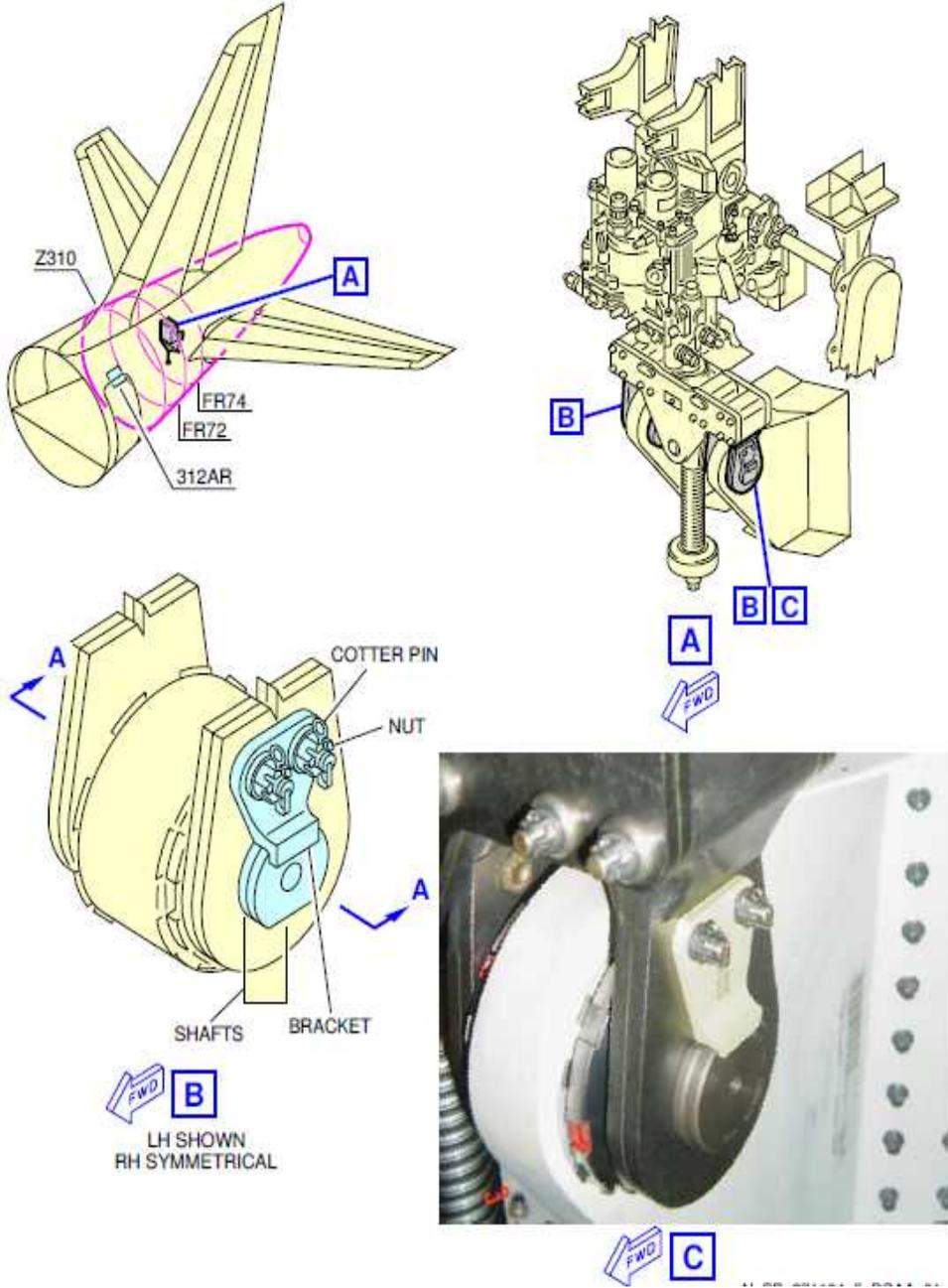
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FIGURE 02 (SHEET 01).

VISUAL INSPECTION OF THE LOWER THSA ATTACHMENT.



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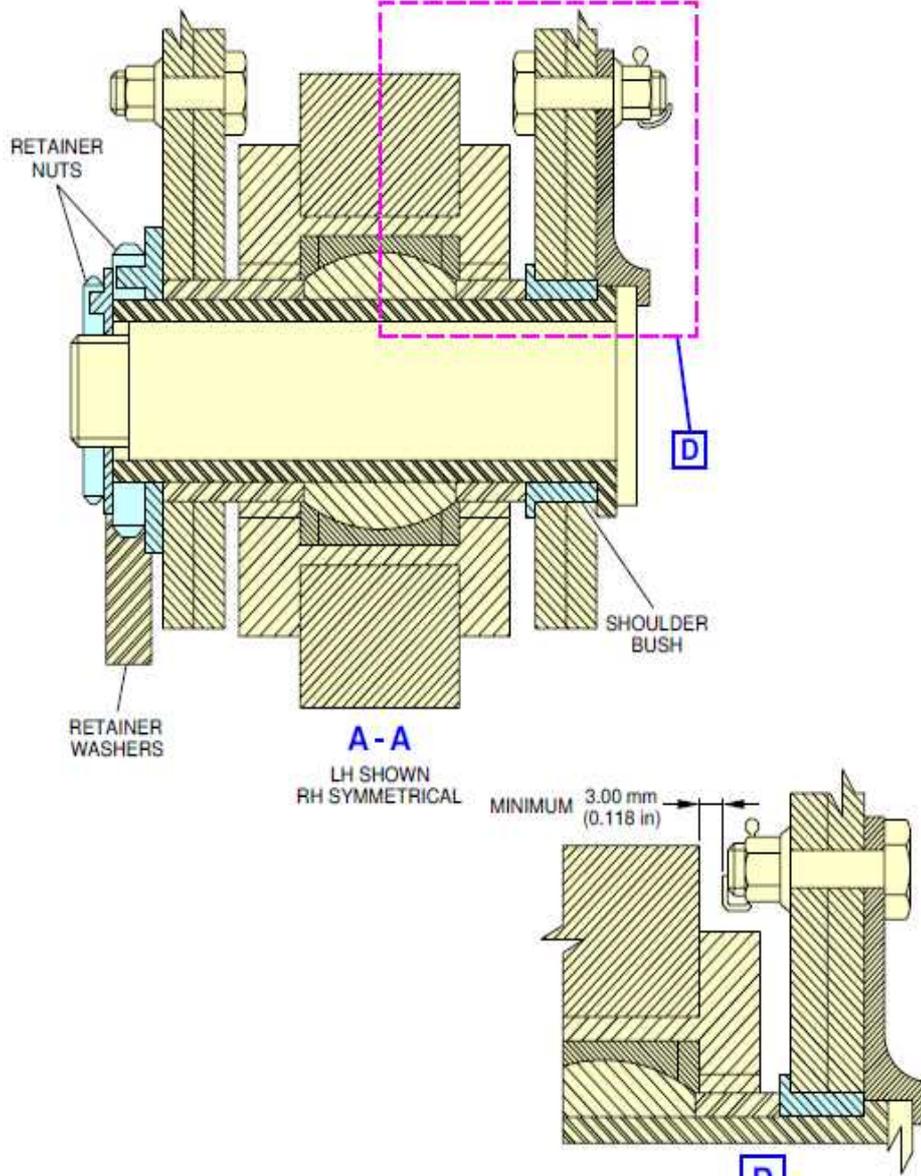
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FIGURE 02 (SHEET 02).

VISUAL INSPECTION OF THE LOWER THSA ATTACHMENT.



NOTE:
 **DETAIL VIEW.**

**POSSIBLE
WRONG INSTALLATION
VIEW LOOKING AFT**

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