



## Airworthiness Directive Cancellation Notice

**AD No.:** 2015-0081-CN

**Issued:** 07 October 2022

Note: This Airworthiness Directive (AD) Cancellation Notice (CN) 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.

**Design Approval Holder's Name:**

AIRBUS S.A.S.

**Type/Model designation(s):**

A300-600, A300-600ST and A310  
aeroplanes

**Effective Date:** 07 October 2022

**TCDS Number(s):** EASA.A.014, EASA.A.172

**Foreign AD:** Not applicable

**Cancellation:** This Notice cancels EASA AD 2015-0081 dated 07 May 2015.

### **ATA 27 – CANCELLED: Flight Controls – Trimmable Horizontal Stabilizer Actuator – Identification / Replacement**

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**Manufacturer(s):**

Airbus, formerly Airbus Industrie

**Applicability:**

Airbus A300 B4-601, A300 B4-603, A300 B4-620, A300 B4-622, A300 B4-605R, A300 B4-622R, A300 C4-605R Variant F, A300 C4-620, A300 F4-605R, A300 F4-622R, A300 F4-608ST, A310-203, A310-203C, A310-204, A310-221, A310-222, A310-304, A310-308, A310-322, A310-324 and A310-325 aeroplanes, all manufacturer serial numbers.

**Reason:**

During endurance qualification tests on a Trimmable Horizontal Stabilizer Actuator (THSA) concerning another aeroplane type, a partial loss of the no-back brake (NBB) efficiency was experienced. Investigation results concluded that this partial loss of braking efficiency in some specific aerodynamic load conditions was due to polishing and auto-contamination of the NBB carbon friction disks.

Due to design similarity on the A300-600, A300-600ST and A310 fleet, the same tests were initiated by the THSA manufacturer on certain type THSA, sampled from the field. Subject tests confirmed that THSA Part Number (P/N) 47142 series, as installed on the A300-600, A300-600ST and A310 fleet, are also affected by this partial loss of NBB efficiency.



This condition, if not detected and corrected, and in conjunction with the power gear not able to keep the ball screw in its last commanded position, could potentially lead to an uncommanded movement of the Horizontal Stabilizer, possibly resulting in loss of control of the aeroplane.

Consequently, EASA issued AD 2015-0081 to require replacement of certain affected THSAs, with the intent of (in-shop) replacement of the NBB carbon disk.

Since that ADs was issued, Airbus published the Variations 3.1 and 3.2 to respectively Revision 03 of the A300-600 Airworthiness Limitations Section (ALS) Part 4, System Equipment Maintenance Requirements (SEMR), and Revision 03 of the A310 ALS Part 4, SEMR, which both contain new and/or more restrictive tasks and limitations, including the timely replacement of certain THSA as required by AD 2015-0081, and EASA issued AD 2022-0194 and AD 2022-0195, for respectively A300-600 (including A300-600ST) and A310 aeroplanes, requiring accomplishment of the actions specified in above mentioned Variations, which both incorporate the requirements of EASA AD 2015-0081, as applicable.

Therefore, subject Notice cancels AD 2015-0081, which is no longer necessary as of 07 October 2022, the effectivity date of AD 2022-0194 and AD 2022-0195.

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

None.

**Ref. Publications:**

Airbus SB A300-27-6070 original issue, dated 17 February 2015.

Airbus SB A300-27-9022 original issue, dated 17 February 2015.

Airbus SB A310-27-2106 original issue, dated 17 February 2015.

**Remarks:**

1. Enquiries regarding this AD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
2. For any question concerning the technical content of this AD-CN, please contact:  
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