


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 15-029</p> <p>Date: 30 March 2015</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A300-600, A300-600ST and A310 aeroplanes
TCDS Numbers:	EASA.A.014 and EASA.A.172
Foreign AD:	Not applicable
Supersedure:	None
ATA 27	Flight Controls – Trimmable Horizontal Stabilizer Actuator – Identification / Replacement
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:	<p>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.</p> <p>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.</p> <p>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.</p> <p>For the reasons described above, this AD requires the removal from service of each affected THSA, to send them in shop for NBB carbon disk replacement.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

<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 47142-403, 47142-413, 47142-414, or 47142-423. EASA AD 2010-0224 required installation of three secondary retention plates for the gimbal bearings on the THSA upper primary attachment, which involved a THSA P/N change from -300 series to -400 series.</p> <p>Note 2: For the purpose of this AD, a serviceable THSA is a P/N 47142 series unit (as identified in Note 1 of this AD) 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 disk replacement (see Note 4 of this AD, whichever is later; or a THSA with a different P/N, not affected by the requirements of this AD.</p> <p>Note 3: The life limits as specified in the current revision of ALS Part 4 are still relevant for the affected THSA, as applicable to aeroplane model. This AD addresses a replacement limit for the NBB disks installed on the THSA, not the life limit for the THSA itself.</p> <p>(1) Not later than the date specified in Table 1 of this AD, as applicable, determine the FC accumulated by each THSA since first installation on an aeroplane, or since last NBB replacement (see Note 4 of this AD), whichever is later, and, for those having reached or exceeded <u>on that date</u> the corresponding number of FC as 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 Service Bulletin (SB) A300-27-6070, or Airbus SB A300-27-9022, or Airbus SB A310-27-2106, as applicable.</p> <p>Note 4: 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 A300-27-6070, or Airbus SB A300-27-9022, or Airbus SB A310-27-2106, as applicable.</p> <p style="text-align: center;">Table 1 – THSA Removal for NBB Disks Replacement</p> <table border="1" data-bbox="587 1305 1425 1561"> <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>01 February 2016</td><td>30 000 FC</td></tr> <tr> <td>01 February 2017</td><td>20 000 FC</td></tr> <tr> <td>01 February 2019</td><td>14 600 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 on an aeroplane, provided the unit has not exceeded the corresponding number of FC specified in Table 1, since first installation on an aeroplane, or since last NBB replacement, whichever occurred later.</p>	Date	THSA FC Limit (since first installation on an aeroplane, or since last NBB replacement, whichever is later)	01 February 2016	30 000 FC	01 February 2017	20 000 FC	01 February 2019	14 600 FC
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<p>Ref. Publications:</p>	<p>Airbus SB A300-27-6070 original issue, dated 17 February 2015.</p> <p>Airbus SB A300-27-9022 original issue, dated 17 February 2015.</p> <p>Airbus SB A310-27-2106 original issue, dated 17 February 2015.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>								

Remarks:	<ol style="list-style-type: none">1. This Proposed AD will be closed for consultation on 27 April 2015.2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – EIAW (Airworthiness Office), E-mail: continued.airworthiness-wb.external@airbus.com.
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