


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2008-0058R1</p> <p>Date: 22 March 2010</p> <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 EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A300-600 and A300-600ST aeroplanes</p>
<p>TCDS Number : France N° 145 and EASA.A.014</p>	
<p>Foreign AD : Not applicable</p>	
<p>Revision : This AD revises and replaces EASA AD 2008-0058 dated 20 March 2008, which superseded EASA AD 2007-0245 dated 05 September 2007.</p>	
ATA 27	Flight Controls – Spoiler Actuators – Life Limitation
<p>Manufacturer(s): Airbus (formerly Airbus Industrie)</p>	
<p>Applicability: A300-600 aeroplanes, all certified models, all serial numbers, and A300F4-608ST aeroplanes, all serial numbers, if Smiths Part Number (P/N) P376A0002-05, P/N P376A0002-06, P/N P376A0002-07, P/N P376A0002-09 or P/N P725A0001-00 spoiler actuators are installed.</p>	
Reason:	<p>Further to initial qualification tests of the spoiler actuators currently installed in position No. 3 to 7 on A300-600 and A300-600ST aeroplanes fleet, a life limit has been defined by the actuator manufacturer. Initially, this life limit had no repercussions, as it was situated well beyond the initial Design Service Goal (DSG) of the aeroplane. However, due to the Extended Service Goal (ESG) activities, the spoiler actuator life limit can be reached in service, and therefore the spoiler actuators must be replaced before exceeding this limit.</p> <p>In order to mitigate the risk to have aeroplane on which the three hydraulic circuits would be impacted by affected spoiler actuators, which could result in the loss of controllability of the aeroplane, this AD was issued to require actions to ensure that at least the level of safety of one hydraulic circuit will be restored within an acceptable timeframe.</p> <p>EASA AD 2007-0245, issued on 05 September 2007 as an interim action, was superseded by the original issue of AD 2008-0058.</p>

	<p>Since that AD was issued, additional tests on the spoiler actuators carried out by the actuator manufacturer, have resulted in an extension of the life limit for the spoiler actuators affected by this AD, from 55 750 Flight Hours (FH) to 67 500 FH. It is to be noted that this interim life extension value could be further extended, depending on the final tests results as provided by the actuator manufacturer. This AD still refers to Airbus Service Bulletins at original issue; they will be updated when final life limitation value has been demonstrated and approved.</p> <p>For the reasons explained above, this AD is revised to allow application of the extended value of spoiler actuators life limitation.</p>
Effective Date:	<p>Revision 1: 22 March 2010</p> <p>Original issue : 03 April 2008</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Restatement of EASA AD 2007-0245 requirements :</p> <p>(1) Within 3 months after 19 September 2007 [the effective date of AD 2007-0245], identify each spoiler actuator currently installed on aeroplane at positions 3 to 7 on Left Hand (LH) and Right Hand (RH) side (FIN 22CP/23CP, 24CP/25CP, 26CP/27CP, 60CP/61CP and 62CP/63CP), record all available information for each actuator, including the P/N and serial number (s/n), accumulated FH and date of manufacture and send the Inspection Report sheet to Airbus in accordance with the instructions given in AIRBUS Service Bulletin (SB) A300-27A6062 or SB A300-27A9015, as applicable to the type design.</p> <p>New requirements of this AD :</p> <p>(2) Within 700 FH after the effective date of this AD at original issue, in accordance with the instructions of AIRBUS SB A300-27-6060 or A300-27-9014, as applicable to aeroplane model, accomplish the following actions concurrently:</p> <p>(2.1) Based on the results of the inspection as required by paragraph (1) of this AD, identify the FH accumulated by each spoiler actuator currently installed on aeroplane at position 3 to 7 on LH and RH side (FIN 22CP/23CP, 24CP/25CP, 26CP/27CP, 60CP/61CP and 62CP/63CP).</p> <p>(2.2) Spoiler actuators with the status "Unknown" [unknown number of accumulated FH, unknown date of manufacture and/or unknown s/n] must be considered as having exceeded 67 500 FH.</p> <p>(2.3) Interchange with a serviceable unit from another hydraulic circuit, or replace with a serviceable spare part, any spoiler actuator that has accumulated or exceeded 66 750 FH, on at least one hydraulic circuit in accordance with the accomplishment instructions of AIRBUS SB A300-27-6060 or A300-27-9014, as applicable to aeroplane model, in order to insure that at least one hydraulic circuit is fitted with serviceable units.</p> <p>Note 1: For the purposes of this AD, a serviceable unit is a unit that has accumulated less than 67 500 FH since first installation on an aeroplane.</p> <p>Note 2: The operator should not interchange or replace spoiler actuators on more than two hydraulic circuits at the same time. This will mitigate the risk of having a malfunction on the three hydraulic systems at the same time.</p> <p>(3) After accomplishment of the actions as required by paragraph (2.3) of this AD, each aeroplane must continue to have at least one hydraulic circuit fitted with spoiler actuators which do not exceed 67 500 FH.</p>
Ref. Publications:	<p>AIRBUS Service Bulletins A300-27A6062 original issue, A300-27A9015 original issue, A300-27-6060 original issue and A300-27-9014 original issue.</p>

	The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 05 March 2008 as PAD 08-031 for consultation until 19 March 2008. The Comment Response Document can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51).

CANCELLED