 Direction générale de l'aviation civile France GSAC publication	AIRWORTHINESS DIRECTIVE No F-2005-125		Distribution: B	Issue date: July 20, 2005	Page : 1/2
	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.			<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
	<p align="center">No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.</p>				
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: AIRBUS SAS			Type(s): A300-600 aircraft		
Type certificate(s) No. 72 TCDS No 145					
ATA chapter: 27		Subject: Flight controls - Spoiler actuators			

1. EFFECTIVITY:

AIRBUS A300-600 aircraft, all certified models, equipped with spoiler actuators PNs P376A0002-04 and -08.

These actuators are installed on the following MSNs: 0284; 0294; 0301; 0307; 0312; 0317; 0321; 0336; 0341; 0344; 0348; 0351; 0354; 0361; 0365; 0368; 0371; 0377.

2. REASONS:

Spoiler actuators PNs P376A0002-04 and -08 were certified for a utilization time limited to 8,000 flight hours due to a failure of the distribution block which was detected during fatigue qualification tests.

The failure of the distribution block may lead to a leak of the hydraulic fluid which supplies the actuator. If such a failure affected at least one of the three spoiler actuators connected to different hydraulic circuits, this could lead to the loss of the connected hydraulic circuit(s).


Several actuators, installed on above mentioned aircraft, have already exceeded this 8,000 flight hour limit. The Illustrated Parts Catalogs (IPCs) of these aircraft did not qualify this life limit.

This Airworthiness Directive (AD) renders mandatory an inspection which consists in identifying on aircraft the PNs of the actuators in question and in the performance, if necessary, of the adequate corrective actions.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory on the effective date of this AD:

- 3.1. Within 700 flight hours from the effective date of this AD, perform a detailed visual inspection of the spoiler actuators in accordance with the instructions of AIRBUS Service Bulletin (SB) A300-27-6057.

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3.2. If the three hydraulic circuits are affected (that is at least one actuator supplied by the Yellow circuit and at least one actuator by the Blue circuit and at least one actuator by the Green circuit), replace within 100 flight hours following the inspection performed according to paragraph 3.1. above, the quantity of actuators in question required to obtain at least one unaffected hydraulic circuit in accordance with the instructions of SB A300-27-6057.

Replace all the other remaining actuators in question in accordance with the instructions of SB A300-27-6057 within 12 months following the inspection performed according to paragraph 3.1. above.

3.3. If one or two hydraulic circuits are affected, replace all the actuators in question within 12 months following the inspection performed according to paragraph 3.1. above in accordance with the instructions of SB A300-27-6057.

Note: Spoiler actuators PNs P376A0002-04 and -08 removed from A300-600s have to be scrapped.

4. REFERENCE PUBLICATION:

AIRBUS Service Bulletin A300-27-6057
Any later approved revision of this SB is acceptable.

5. EFFECTIVE DATE:

July 30, 2005.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:

AIRBUS SAS - Office of Airworthiness - Fax: 33 5 61 93 45 80.

7. APPROVAL:

This AD is approved under EASA reference No 2005-6072 dated July 12, 2005.