

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2010- 0239-E [Corrected: 23 November 2010] Date: 19 November 2010 Note: This Emergency 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
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].	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : A300-600 and A300-600ST aeroplanes
TCDS Number :	France N° 145 and EASA.A.014
Foreign AD :	Not applicable
Supersedure :	None
ATA 27	Flight Control – Elevator Mechanical Control Linkage – Pitch Uncoupling Unit - Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	A300-600 aeroplanes, all certified models, all serial numbers, and A300F4-608ST aeroplanes, all serial numbers, except aeroplanes on which the pitch uncoupling functional test has already been performed in service since new. Note : The pitch uncoupling functional test is described in A300-600 and A300-600ST Aircraft Maintenance Manuals (AMM) under task 27-31-00 page block 501 section 3.(2) and is scheduled to be performed at intervals not to exceed 18 000 Flight Hours (FH) or 120 months, whichever occurs first [Maintenance Planning Document (MPD) task 273100-02-1].
Reason:	During a routine maintenance check on an A300-600 aeroplane, the operator found the pitch uncoupling unit installed at an incorrect location. The pitch uncoupling unit was inverted with the rod assembly. After a complete inspection of all A300-600 aeroplanes of its fleet, the operator identified the same incorrect installation on another aeroplane. Had this routine maintenance check, which was accomplished for other purposes, not been carried out, the incorrect installation could only have been detected during the accomplishment of the pitch uncoupling functional test. Note: Another maintenance task, the pitch uncoupling operational test, scheduled at intervals not to exceed 2 000 FH or 36 months, whichever occurs first (MPD task 273100-01-1), only validates the condition of the pitch

	uncoupling solenoid. This condition, if not detected and corrected, in combination with particular failure modes, could lead to loss of control of the aeroplane during the take-off phase. For the reason described above, this AD requires a one time visual inspection, to detect any incorrect installation of the pitch uncoupling unit, and, depending on findings, to take corrective actions. This AD was republished to correct the compliance time.
Effective Date:	23 November 2010
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 30 days after the effective date of this AD, visually check that the pitch uncoupling unit is installed at the correct location in accordance with the instructions of Airbus All Operators Telex (AOT) 27A6068 Revision 01, or AOT 27A9020 Revision 01, as applicable to the aeroplane model. (2) If the pitch uncoupling unit is found inverted with the rod assembly, before next flight, remove and re-install the pitch uncoupling unit and the rod assembly at their correct locations, and thereafter perform the functional test of the pitch uncoupling unit, in accordance with the instructions of Airbus AOT 27A6068 Revision 01, or AOT 27A9020 Revision 01, as applicable to the aeroplane model.
Ref. Publications:	Airbus A300-600 AOT 27A6068 Revision 01, dated 18 November 2010, Airbus A300-600ST AOT 27A9020 Revision 01, dated 18 November 2010. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 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)