


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2011-0112</p> <p>Date: 15 June 2011</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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive 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 aeroplanes</p>
<p>TCDS Number : France N° 145</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
ATA 27		Flight Controls – Trimmable Horizontal Stabilizer Actuator (THSA) Upper Attachment - Modification
<p>Manufacturer(s): Airbus (formerly Airbus Industrie)</p>		
<p>Applicability: Airbus A300 aeroplanes, all certified models, all manufacturer serial numbers.</p>		
<p>Reason:</p> <p>A specific failure case of the THSA upper primary attachment, which may result in a loading of the upper secondary attachment, has been identified by analysis.</p> <p>Primary load path failure can be caused by bearing migration from the upper attachment gimbal by failure or loss of a retention bolt.</p> <p>In case of failure of the THSA upper primary attachment, the THSA upper secondary attachment would engage. Because the upper attachment secondary load path can only withstand the loads for a limited period of time, the condition where it would be engaged could lead, if not detected and corrected, to the failure of the secondary load path, which would likely result in loss of control of the aeroplane.</p> <p>For the reasons explained above, this AD requires installation of three secondary retention plates for the gimbal bearings on the THSA upper primary attachment.</p>		
<p>Effective Date:</p>		<p>29 June 2011</p>

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Within 30 months after the effective date of this AD, install three retention plates on THSA upper primary attachment in accordance with the Accomplishment Instructions of AIRBUS Service Bulletin A300-27-0204 original issue.
Ref. Publications:	Airbus Service Bulletin A300-27-0204 at original issue. The use of later approved revisions of this document is acceptable for compliance with 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. This AD was posted on 13 May 2011 as PAD 11-055 for consultation until 10 June 2011. No comments were received during the consultation period. 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 18 41 39, Fax: + 33 5 61 93 44 51).