


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 09-060</p> <p>Date: 09 April 2009</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>	
<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) – Check / Inspection / Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A300B2-1C, A300B2-203, A300B2K-3C, A300B4-103, A300B4-120, A300B4-203, A300B4-2C, A300C4-203 and A300F4-203 aeroplanes, all serial numbers.
Reason:	<p>One operator reported loss of both pitch trims following autopilot disengagement after take off. Subsequent shop findings revealed severe damage to the power gears. Mal-phasing between the hydraulic motors was suspected to have induced excessive loads into the gear train, leading to collapse of one bearing on a shaft of the main gear, causing severe tooth damage. The combination of tooth damage and gear tilting caused the disconnection of two of the three hydraulic motors, resulting in jamming of the THSA gearbox and consequent loss of THSA control.</p> <p>This condition, if not detected and corrected, could lead to further cases of mal-phasing of the hydraulic motors of the THSA, causing degradation of the power gears and potentially resulting in reduced control of the aeroplane.</p> <p>For the reasons described above, this AD requires repetitive inspection of the THSA and corrective action, depending on findings.</p>
Effective Date:	[TBD: 14 days after Final AD issue date]

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <ol style="list-style-type: none"> (1) Within 4 000 Flight Hours (FH) after the last THSA overhaul or within the next 250 FH after the effective date of this AD, whichever occurs later, perform an on-aeroplane phasing check and a magnetic plug check for metal particles on the THSA in accordance with the instructions of Airbus Service Bulletin (SB) A300-27-0201. (2) If the result of the phasing check is correct and if metal particles are found that are equal to or less than 1.5 mm (0.059in.) x 0.5 mm (0.0196in.), and the depth of the particle layer does not exceed 1 mm (0.0393in.), repeat the inspection at intervals not to exceed 2 500 FH in accordance with the instructions of Airbus SB A300-27-0201. (3) If the result of the phasing check is correct and if metal particles are found with dimensions greater than 1.5mm (0.059in.) x 0.5mm (0.0196in.), or a layer of particles with a depth greater than 1 mm (0.0393in.) is found, before next flight, replace the THSA with a serviceable unit in accordance with the instructions of Airbus SB A300-27-0201. (4) If the phasing check fails and metal particles are found that are equal to or less than 1.5 mm (0.059in.) x 0.5 mm (0.0196in.), and the depth of the particle layer does not exceed 1 mm (0.0393 in.), within 500 FH after the check, replace the THSA with a serviceable unit in accordance with the instructions of Airbus SB A300-27-0201. (5) If the phasing check fails and metal particles are found with dimensions greater than 1.5 mm (0.059 in.) x 0.5 mm (0.0196 in.), or a layer of particles with a depth greater than 1 mm (0.0393 in.) is found, before next flight, replace the THSA with a serviceable unit in accordance with the instructions of Airbus SB A300-27-0201. <p>Note: A serviceable THSA is one that has a correct hydraulic motor phasing and no particles or few particles with maximum dimensions of 1.5 mm (0.059in.) x 0.5 mm (0.0196 in.) and a layer of particles with a maximum depth of 1 mm (0.0393 in.) found on the magnetic plug.</p> <ol style="list-style-type: none"> (6) Replacement of the THSA as required by paragraph (3), (4) and (5) of this AD, as applicable, does not constitute terminating action for the repetitive checks and inspections as required by paragraph (2) of this AD. (7) After the effective date of this AD, do not install a replacement THSA on an aeroplane, unless it has been verified that it meets the check criteria as specified in this AD. (8) Within 3 weeks after removal of a THSA unit from an aeroplane, send it to: Goodrich Actuation Systems, Stafford Road Fordhouses, Wolverhampton, West Midlands WV10 7EH, England. (9) Within 3 weeks after each inspection, fill in the inspection report sheet in accordance with the instructions of Airbus SB A300-27-0201 and send it to Airbus (E-mail: Sb.Reporting@airbus.com).
Ref. Publications:	<p>Airbus ASB A300-27-0201 original issue</p> <p>The use of later approved revisions of this document is acceptable for compliance with requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 07 May 2009. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research 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 SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51).