


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2010-0019</b></p> <p><b>Date: 05 February 2010</b></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><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A300 aeroplanes</p>
<p>TCDS Number : France N° 145</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
<b>ATA 27</b>	<b>Flight Controls – Trimmable Horizontal Stabilizer Actuator (THSA) Upper Attachment – Inspection</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A300 aeroplanes, all models, all serial numbers.
Reason:	<p>In accordance with design regulation, the THSA has a failsafe design. Its upper attachment to the aeroplane has two load paths, a Primary Load Path (PLP) and a Secondary Load Path (SLP), which is only engaged in case of PLP failure. Following the design intent, engagement of the SLP leads to jam the THSA, indicating the failure of the PLP.</p> <p>Tests carried out under the loads-measured during representative flights have demonstrated that, when the SLP is engaged, it does not systematically jam the THSA. In addition, laboratory tests have confirmed that the SLP will only withstand the loads for a limited period of time.</p> <p>This condition of PLP failure during an extended period of time, if not detected and corrected, would lead to the rupture of the THSA upper attachment and consequent THSA loss of command, resulting in reduced control of the aeroplane.</p> <p>For the reasons stated above, this AD requires repetitive inspections to detect if damage exists to the THSA upper attachment and if the SLP has been engaged and corrective actions, depending on findings.</p>
Effective Date:	19 February 2010

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 2 500 Flight Hours (FH) after the effective date of this AD and thereafter at intervals not to exceed 2 500 FH, perform a detailed visual inspection of the THSA upper attachment and screw shaft in accordance with the instructions of Airbus Service Bulletin (SB) A300-27-0203, as applicable to aeroplane model.</li> <li>(2) If, during any inspection as required by paragraph (1) of this AD, metallic particles are found or the inspection result reveals cracks, scratches or missing material, before next flight, contact Airbus to obtain approved corrective action instructions and accomplish those instructions accordingly.</li> <li>(3) Accomplishment of corrective actions as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspection requirements of this AD.</li> </ol>
<p>Ref. Publications:</p>	<p>Airbus Service Bulletin A300-27-0203 original issue.</p> <p>The use of later approved revisions of this document is acceptable for compliance with requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 04 January 2010 as PAD 10-001 for consultation until 01 February 2010. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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).</li> </ol>