


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 10-083</b></p> <p><b>Date: 28 September 2010</b></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><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A310, A300-600 and A300-600ST aeroplanes</p>
<p>TCDS Number : France N° 145 and EASA.A.014</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 - modification</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A310, A300-600 and A300-600ST aeroplanes, all certified models, all manufacturer serial numbers.
Reason:	<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 following a technical 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, 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 retention plates for the gimbal bearings on the THSA upper primary attachment.</p>
Effective Date:	[TBD: 14 days after Final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within 30 months after the effective date of this AD, install three retention plates on THSA upper primary attachment in accordance with the instructions of</p>

	AIRBUS Service Bulletins A300-27-6066 or A310-27-2103 or A300-27-9019 as applicable to aeroplanes model.
Ref. Publications:	<p>Airbus Service Bulletins :</p> <p>A300-27-6066 at Original issue,</p> <p>A310-27-2103 at Original issue,</p> <p>A300-27-9019 at Original issue.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 26 October 2010.</li> <li>2. Enquiries regarding this PAD 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>3. For any questions 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).</li> </ol>