European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2019-0078

Issued: 29 March 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:	Type/Model designation(s):
AIRBUS	A300, A310, A300-600 and A300-600ST aeroplanes

Effective Date:	12 April 2019
TCDS Number(s):	EASA.A.172 and EASA.A.014
Foreign AD:	Not applicable
Supersedure:	None

ATA 27 – Flight Controls – Trimmable Horizontal Stabilizer Actuator Ball Nut Trunnion Lower Attachment – Inspection of Right-Hand Bearing Installation

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Manufacturer(s):
Airbus, formerly Airbus Industrie

Applicability:
Airbus A300, A300-600, A300-600ST and A310 aeroplanes, all certified models, all manufacturer serial numbers.

Definitions:
For the purpose of this AD, the following definitions apply:

Affected part: Trimmable Horizontal Stabilizer (THS) actuator right-hand spherical bearing and retaining parts (bolt, tab washer, end cap).

The applicable SB: Airbus Service Bulletin (SB) A300-27-0206, SB A310-27-2108, SB A300-27-6073 and SB A300-27-9025, as applicable.

Reason:
During maintenance on an A300-600 aeroplane, affected parts were found missing from THS actuator ball nut trunnion lower attachment. The THS actuator lower attachment has a fail-safe design through a primary and secondary load path, which ensures the load path continuity between

the horizontal tail plane and the actuator. The primary load path is engaged thanks in particular to these affected parts.

Investigation results highlighted that human error is the most likely scenario to have caused the affected parts to have been missing. In flight, absence of affected parts would cause THS actuator secondary load path engagement, which is designed to withstand the full loads only for a limited period of time.

This condition, if not detected and corrected, could lead to THS actuator failure, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, Airbus issued the applicable SB to provide inspection instructions.

For the reason described above, this AD requires a one-time detailed inspection (DET) of the affected parts to establish fleet-wide status and, depending on findings, accomplishment of applicable corrective action(s).

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Within 750 flight hours or 18 months, whichever occurs first after the effective date of this AD, accomplish a one-time DET of the affected parts in accordance with the instructions of the applicable SB.

Corrective Action(s):

(2) If, during the DET as required by paragraph (1) of this AD, the bearing is found missing, before next flight, contact Airbus for approved corrective action instructions and accomplish those instructions accordingly.

(3) If, during the DET as required by paragraph (1) of this AD, the bearing is in place but deficiencies are detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the applicable SB.

Ref. Publications:

Airbus A300-27-0206 original issue dated 19 February 2019.

Airbus A310-27-2108 original issue dated 19 February 2019.

Airbus A300-27-6073 original issue dated 19 February 2019.

Airbus A300-27-9025 original issue dated 19 February 2019.

The use of later approved revisions of the above-mentioned 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – EIAW (Airworthiness Office)
E-mail: continued.airworthiness-wb.external@airbus.com.