

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 83-147-55(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A300 aircraft

Universal joints of the trailing edge flap transmission system

The present Airworthiness Directive is applicable to all AIRBUS A300 models aircraft equipped with LUCAS AEROSPACE universal joints, type HOOKES, fitted to thereafter specified assemblies mounted at positions 3 to 16 inclusive (RH and LH) :

- CHA 707-002, CHA 709-003, CHA 719-002, CHA 720-002, CHA 722-155, CHA 722-156, CHA 722-158, CHA 722-159, CHA 722-170, CHA 722-188, CHA 722-189, CHA 722-191, CHA 722-192, CHA 1154-001A, CHA 1154-003A, CHA 1170-001A, CHA 1170-003A.

NOTE : The present Airworthiness Directive does not affect aircraft on which AIRBUS INDUSTRIE modification n° 1789 (Service Bulletin A 300-27-084) or AIRBUS INDUSTRIE modification n° 4494 (Service Bulletin A 300-27-168) has been completely embodied on the flap transmission system.

In order to avoid an asymmetrical extension of the trailing edge flaps caused by a failure of a transmission universal joint, following directives are made mandatory :

- 1 - Replace assembly bolts of universal joints fitted to above listed assemblies at the indicated positions with new identical assembly bolts installed without tightening torque, as indicated in AIRBUS INDUSTRIE Service Bulletin A300-27-159 (para. 1C) and LUCAS AEROSPACE Service Bulletin n° 722-27-1053 (para. 2.A).

This replacement has to be accomplished (unless already performed) :

- before accumulation of 6000 flights for universal joints which had accumulated less than 5000 flights on April 28, 1982.
- within the next 1000 flights after April 28, 1982 for universal joints which had accumulated 5000 flights or more on that date.

2 - Unless already performed, withdraw from service for reconditioning (replacement of bushes) according to AIRBUS INDUSTRIE S.B. A300-27-101 HOOKES universal joints fitted to the following assemblies :

- CHA 709-003, CHA 722-159, CHA 722-170, CHA 722-188, CHA 1154-001A, CHA 1154-003A, CHA 1170-001A, CHA 1170-003A.

This reconditioning must be performed at one the two following times :

either

a) - before accumulation of 8000 flights, for universal joints which had accumulated less than 7000 flights on April 28, 1982,

or

- within the next 1000 flights after April 28, 1982, for universal joints which had accumulated more than 7000 flights at that date.

or

b) - within the next 2000 flights after date of the replacement of the assembly bolt (in accordance with para. 1 above), for universal joints for which the absence of backlash has been verified (according to AIRBUS INDUSTRIE Service Information Letter n° 27032) at a date not previous to the bolt replacement.

The latest of the two times a) and b) may be used.

Thereafter, repeat the reconditioning of those universal joints at intervals not exceeding 8000 flights in service.

3 - Temporary actions :

On aircraft equipped with HOOKES universal joints which have accumulated more than 6000 flights and for which para. 1 above has not yet been performed, comply with the following :

- At intervals not exceeding 300 flights in service, after the effective date of this Airworthiness Directive, perform a functional test of the following systems :

- . flaps units pressure of brakes
- . flaps asymmetrical detection and warning system

as indicated in the AIRBUS INDUSTRIE A.300 Maintenance Manual, 27-54-00P, para. 3C3.

Requirements of this Airworthiness Directive are covered in FRG by LTA 82-036/2.

This Airworthiness Directive cancels and replaces A.D. 82-45-45(B) dated April 21, 1982.

EFFECTIVE DATE : SEPTEMBER 21, 1983