

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. : 83-148-56(B)
In case of any difficulty, reference should be made to the French original issue.**

AIRBUS INDUSTRIE

A300 aircraft

Universal joints of the leading edge slat transmission system

The present Airworthiness Directive is applicable to all AIRBUS INDUSTRIE A 300 models.

The present Airworthiness Directive is not applicable to aircraft fitted with universal joints listed in this A.D. and modified in accordance with AIRBUS INDUSTRIE modification n° 4494 (AIRBUS INDUSTRIE Service-Bulletins A 300-27-164 and A 300-27-167).

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

1 - LUCAS AEROSPACE universal joints, HOOKES type :

1.1 - Universal joints fitted to thereafter specified assemblies mounted at positions 7 to 16 inclusive (RH and LH) :

CHA 701-002, CHA 704-214, CHA 704-215, CHA 704-223, CHA 704-224, CHA 704-225, CHA 704-226, CHA 704-227, CHA 704-357, CHA 704-369, CHA 1001-002.

Replace assembly bolts of universal joints fitted to above listed assemblies at the indicated positions by new identical assembly bolts installed without tightening torque, as indicated in AIRBUS INDUSTRIE Service Bulletin A 300-27-151 and LUCAS AEROSPACE Service Bulletin No 704-27-599 (para. 2 A).

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

- . before accumulation of 4000 flights for universal joints which had not reached 3000 flights at the date of October 14, 1981,
- . within the next 1000 flights after October 14, 1981 for universal joints which had accumulated between 3000 and 8000 flights at that same date, without exceeding 8500 flights,
- . within the next 500 flights after October 14, 1981 for universal joints which had accumulated more than 8000 flights at that date.

b.K

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September 14, 1983

**AIRBUS INDUSTRIE
A300 aircraft**

83-148-56(B)

- 1.2 - Unless already performed, withdraw from service for reconditioning in accordance with AIRBUS INDUSTRIE Service Bulletin A 300-27-101 universal joints fitted to thereafter specified assemblies and installed in positions 8 and 9 (LH and RH) on all aircraft models and in positions 10, 11, 12 (LH and RH) on B2-200, B2-300, B4-100, B4-200, C4-200 series aircraft :

CHA 704-214, CHA 704-224, CHA 704-357, CHA 704-369, CHA 1001-002.

This reconditioning must be performed at one of 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. 1.1 above) for universal joints for which the absence of backlash has been verified (according to AIRBUS INDUSTRIE Service Information Letter No 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.

2 - LUCAS AEROSPACE universal joints, HALO type :

(after embodiment of AIRBUS INDUSTRIE modification No 1789, Service Bulletin A 300-27-084)

- 2.1 - Universal joints fitted to thereafter specified assemblies mounted at positions 20 and 21 (LH and RH) on all aircraft models and at positions 9 and 10 (LH and RH) on B2-200, B2-300, B4-100, B4-200 and C4-200 series aircraft :

CHA 704-450, CHA 722-300, CHA 1001-004 A and CHA 1001-005 A.

Universal joints which had accumulated more than 2500 flights on October 14, 1981, must be withdrawn from service for reconditioning according to LUCAS AEROSPACE S.B. 704-27-602 within the next 1000 flights after that date.

Universal joints which had accumulated less than 2500 flights on October 14, 1981, must be withdrawn from service for reconditioning before reaching 3500 flights.

Thereafter, repeat the reconditioning of those universal joints at intervals not exceeding 3500 flights.

- 2.2 - Universal joints mounted at position 8 (LH and RH) on all aircraft models and installed on assemblies CHA 704-424.

Universal joints which have accumulated less than 4000 flights on effective date of this A.D. must be withdrawn from service for reconditioning (in accordance with AIRBUS INDUSTRIE Service Bulletin A 300-27-101) prior to accumulation of 5000 flights.

Universal joints which have accumulated 4000 flights or more on effective date of this A.D. must be withdrawn from service, unless already accomplished, for that same reconditioning within the next 1000 flights after effective date of this A.D.

Thereafter, repeat the reconditioning of those universal joints at intervals not exceeding 5000 flights.

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3 - Universal joints (all types) - Temporary actions

On aircraft fitted with affected universal joints which have not complied with para.1.1 or 2.1 or 2.2 of this A.D. and which have respectively accumulated more than 4000 or 3500 or 5000 flights, an operational check of the asymmetrical detection and warning system must be performed before first flight of every day in accordance with the following :

- position FLT CONTROL selector on ASYM SLATS COMPUT 1
 - * press test button
 - * check : lighting of CONFIG on MWP
lighting of ASYM on SFPI
functionning of continuous audible warning
 - * release test button
- repeat same test with FLT CONTROL selector on ASYM SLATS COMPUT 2
- reposition selector on OFF.

Requirements of this Airworthiness Directive are covered in FRG by LTA No 81-187/4.

This Airworthiness Directive cancels and replaces A.D. 82-46-46(B) dated April 21, 1982.

EFFECTIVE DATE : SEPTEMBER 21, 1983