

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. : 84-066-061(B) R2
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A300 airplanes

Flap ball screwjack no-back mechanism

The present Airworthiness Directive applies to AIRBUS INDUSTRIE A300B1, B2-1A, B2-1C, B2K-3C, B2-202, B2-203, B2-320, B4-2C, B4-102, B4-103, B4-120, B4-203, B4-220, C4-203 and F4-203 airplanes, all serial numbers, equipped (in positions 4, 5 and 6) with LUCAS AEROSPACE flap ball screwjacks P/N CHA 1058, CHA 1059, CHA 1060, CHA 1241, CHA 1242 and CHA 1243 which have not been modified in accordance with modification AI 5240 (LUCAS mod. HCA 1100) or with AIRBUS INDUSTRIE Service Bulletin A300-27-173 (LUCAS Service Bulletin 1058-27-1100).

In order to prevent an excessive wear of the carbon friction disc in the flap ball screwjack no-back assemblies, which can cause the screwjack to become reversible and then lead to an unsafe condition (flap assymetry) in case of a flap transmission failure, compliance with the following is hereby rendered mandatory, unless already accomplished :

1/ Perform inspection and jackhead axial backlash measurement to determine noback disc wear on all affected flapball screwjacks in accordance with instructions given in AIRBUS INDUSTRIE Service Bulletin N° A300-27-172 and LUCAS AEROSPACE Service Bulletin N° 1058-27-608, within the following time limits :

A -Within the next 1000 landings after effective date of this Airworthiness Directive for aircraft having experienced flap jamming with one or more affected flap screwjack installed, if those screwjacks are still installed on aircraft on effective date of this Airworthiness Directive.

B -Within the following time limits for aircraft which have not experienced any flap jamming with anyone of the affected screwjacks installed on effective date of this Airworthiness Directive :

- Within the next 1000 landings after effective date of this Airworthiness Directive for aircraft having accumulated 13000 landings or more on that date.
- Within the next "N" landings after effective date of this Airworthiness Directive for aircraft having accumulated a number of landings "A" of less than 13000 landings, number "N" being given by the following formula :

$$N = 3600 - \frac{2}{10} A$$

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- 2/ If backlash measured on a screwjack during inspection prescribed under paragraph 1 above is 0.33 mm (0.013 in) or less, repeat thereafter the same inspection on the screwjack concerned at intervals not to exceed 3600 landings.
- 3/ If backlash measured on a screwjack during one of the inspections prescribed under paragraph 1 or 2 above is more than 0.33 mm (0.013 in) and less than or equal to 0.40 mm (0.016 in), repeat thereafter the same inspection on the screwjack concerned at intervals not to exceed 2000 landings.
- 4/ If backlash measured on a screwjack during one of the inspections prescribed under paragraph 1, 2 or 3 above is more than 0.40 mm (0.016 in) and less than or equal to 0.56 mm (0.022 in), repeat thereafter the same inspection on the screwjack concerned at intervals not to exceed 1000 landings.
- 5/ If backlash measured on a screwjack during one of the inspections prescribed under paragraph 1, 2, 3 or 4 above is more than 0.56 mm (0.022 in), the screwjack concerned must be retired from service within the next 250 landings after inspection.

Nota 1 : The present Airworthiness Directive does not apply to flap ball screwjack which :

A) Incorporate AIRBUS INDUSTRIE Service Bulletin A300-27-173 (modification AI 5240) related to LUCAS AEROSPACE Service Bulletin N° 1058-27-1100 (modification HCA 1100).

B) Incorporate AIRBUS INDUSTRIE Service Bulletin A300-27-173 (modification AI 5240) related to LUCAS AEROSPACE Service Bulletin N° 1058-27-1100 (modification HCA 1100) in conjunction with either :

- LUCAS AEROSPACE Service Bulletin n° 1056-27-1084 (modification AI 6152) which introduces new friction disc P/N CH 1478-033 - MFG FORDATH LTD.

or

- LUCAS AEROSPACE Service Bulletin N° 1056-27-1143 related to the AIRBUS INDUSTRIE Service Bulletin A300-27-178 (modification AI 7206) which introduces new friction discs P/N CH 1478-035-MFG NEW METALS CHEMICALS LTD.

C) Are A300 B4-600 flapball screwjacks - series CHA 14xx - fitted to A300 airplanes.

Nota 2 : Unmodified screwjacks installed as a replacement must be inspected as per paragraph 1 above prior to installation and subsequently reinspected as per paragraphs 2, 3 4 and 5 of this Airworthiness Directive.

Ref. : AIRBUS INDUSTRIE Service Bulletin A300-27-172

The requirements of this Airworthiness Directive are covered in FRG by LTA N° 84-70/2.

This AD supersedes AD 84-66-61(B)R1 dated April 13, 1988.

EFFECTIVE DATE : APRIL 28, 1990