GSAC

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. : 1986-187-076(B) R4
In case of any difficulty, reference should be made to the French original issue.

SUPERSEDED

AIRBUS INDUSTRIE

A300 and A300-600 aircraft

Flap beams No. 2 (ATA 57)

APPLICABILITY:

AIRBUS INDUSTRIE A300 and A300-600 aircraft, all certified models, all serial numbers, on which AIRBUS INDUSTRIE production modification No. 11133 has not been embodied.

REASONS:

Fatigue and "fail safe" tests developed on the test specimen confirmed that cracks may appear and propagate from the bolt holes of the base member and the side members of flap beam No. 2.

The development of such cracks could lead to the rupture of flap beams No. 2 and would affect the structural integrity of the airframe.

The purpose of Revision 4 of this Airworthiness Directive is to take into account a new production modification (AIRBUS INDUSTRIE modification No. 11133). This modification limits the applicability requirements of the AD.

ACTIONS:

Unless already accomplished:

A) Conduct an ultrasonic inspection of the base member and the side members of flap beams No. 2 (LH and RH) as follows:

1 Prior to accumulation of 15,000 flights or within the next 1,000 flights after June 22, 1983, whichever occurs later, on AIRBUS A300 aircraft, as prescribed by paragraph 2 of AIRBUS INDUSTRIE Service Bulletin A300-57-116 Revision 6 or any later approved revision.

2) Prior to accumulation of 15,000 flights since entry-into-service, on AIRBUS A300-600 aircraft, in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin A300-57-6005 Revision 2, or any later approved revision.

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B) Repeat the inspection specified in the above paragraph at intervals not exceeding 1,700 flights, as long as no defect indication is evidenced.

Note 1:

a) For A300-600 models:

Further inspections, as per the instructions of AIRBUS INDUSTRIE Service Bulletin A300-57-6005, are no longer required, further to the application of AIRBUS INDUSTRIE Service Bulletin A300-57-6006 revision 3 (concerning AIRBUS INDUSTRIE modification No. 5815) on a beam showing no defect indication.

b) For A300 models:

For a beam showing no defect indication and having accumulated less than 16,700 flights, accomplishment of AIRBUS INDUSTRIE Service Bulletin A300-57-141 revision 7 or any later approved revision (concerning AIRBUS INDUSTRIE modification No. 5815) allows the first repetitive inspection prescribed by paragraph B above to be carried out within:

- either, an additional 22,000 flights (instead of 1,700 flights) provided 15/32 in diameter interference fit bolts are fitted,

- or, an additional 33,000 flights (instead of 1,700 flights) provided 7/16 or 3/8 in diameter interference fit bolts are fitted.

Note 2 : (not applicable to A300-600 models)

For a beam showing no defect indication and having accumulated less than 16,700 flights, accomplishment of AIRBUS INDUSTRIE Service Bulletin A300-57-128 revision 2 or any later approved revision (concerning AIRBUS INDUSTRIE modification No. 4740) allows the first repetitive inspection prescribed by paragraph B above to be carried out within an additional 12,000 flights (instead of 1,700 flights).

C) If a defect indication is found during one of the inspections prescribed by paragraphs A and B above, repeat the inspection specified in paragraph A above, at intervals not exceeding 250 flights as long as all defects observed have a length lower than 4 mm (see note 3).

D) If indication of a 4 mm or longer defect (see note 3) is found during one of the inspections prescribed by paragraphs A, B and C above, the flap beam concerned must mandatorily be replaced before the next flight.

Note 3:

The measurement of the defect dimension is performed by measuring the probe displacement (perpendicularly to the symmetry plane of the beam) between the defect indication appearance and its complete disappearance.

Do not interpret a defect indication as an indication corresponding to a bolt hole as those two indications appear successively but very near each other due to the fact that the defects originate from the bolt holes.

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SUPERSEDED

REF. : AIRBUS INDUSTRIE Service Bulletins:
A300-57-116 revision 6,
A300-57-6005 revision 2,
A300-57-141 revision 7,
A300-57-6006 revision 3,
A300-57-128 revision 2,
(or any later approved revisions).

The present Revision 4 replaces AD 86-187-076(B) R3 dated March 02, 1994.

EFFECTIVE DATES:

Original AD	**:**	**JANUARY 02, 1987**
Revision 1	**:**	**APRIL 28, 1990**
Revision 2	**:**	**AUGUST 28, 1993**
Revision 3	**:**	**MARCH 12, 1994**
Revision 4	**:**	**DECEMBER 11, 1999**

SUPERSEDED