

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. : 1999-510-299(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A310 aircraft

Flight controls - Flap control screw jack No. 1 (ATA 27)

APPLICABILITY:

AIRBUS INDUSTRIE A310 aircraft, all certified models, all serial numbers except for :

- aircraft on which AIRBUS INDUSTRIE modification No. 10855 has been embodied in production or,
- aircraft on which AIRBUS INDUSTRIE Service Bulletin A310-27-2075 Revision 01 has been embodied in service.

REASONS:

During a routine maintenance inspection on flap control screw jack No. 1, an operator discovered a fracture of the lead screw, the mechanical integrity of the screw jack then being ensured only by its failsafe tie-rod.

An in-depth inspection of the fleet revealed other cases of broken or cracked lead screws.

Such situations are generated by an interference between the ball nut and the connecting fork subsequent to installation of the ball nut offset by 180° after a maintenance operation.

In order to prevent such situations, modification of the ball nut by the installation of a foolproofing device is rendered mandatory by this Airworthiness Directive.

ACTIONS:

Before June 30, 2001, modify the flap control screw jacks No. 1 in compliance with the instructions of AIRBUS INDUSTRIE Service Bulletin A310-27-2075 Revision 01.

REF.: AIRBUS INDUSTRIE Service Bulletin
A310-27-2075 Revision 01
(or all later approved revisions).

EFFECTIVE DATE : JANUARY 08, 2000

n/GH

December 29, 1999

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