

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. : 2001-184(B)
In case of any difficulty, reference should be made to the French original issue.**

AIRBUS INDUSTRIE

A300 aircraft

Flap screw-jacks - Modification to the no-back mechanism (ATA 27)

APPLICABILITY:

AIRBUS INDUSTRIE A300 aircraft, all certified models, except for A300-600 series, all serial numbers equipped (in positions 4, 5 and 6) with LUCAS AEROSPACE flap screw-jacks types CHA1058, CHA1059, CHA1060, CHA1241, CHA1242 and CHA1243, which have not been modified in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin (SB) A300-27-0173 (AIRBUS INDUSTRIE modification No. 5240).

REASONS:

The carbon no-back discs of some types of screw-jacks are subject to premature wear. An excessive wear of the flap screw-jack no-back disc can cause a loss of the flap screw-jack no-back function, which, combined with a flap transmission failure, could lead to an asymmetrical position of the flaps.

Airworthiness Directive (AD) 84-066-061(B) R2 dated April 18, 1990 rendered a program of repetitive inspections mandatory, in order to determine the wear of these discs.

This AD renders the modification to these types of screw-jacks mandatory.

ACTIONS:

Before October 31st, 2002, modify flap screw-jacks types CHA1058, CHA1059, CHA1060, CHA1241, CHA1242 and CHA1243, in accordance with the instructions of SB A300-27-0173.

REF: AIRBUS INDUSTRIE Service Bulletin A300-27-0173
(any later approved revision of this SB is acceptable).

EFFECTIVE DATE : MAY 26, 2001

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May 16, 2001

AIRBUS INDUSTRIE
A300 aircraft

2001-184(B)