

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. : 2000-040-034(B) R1
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A300-600ST BELUGA aircraft

Flaps beams No. 2 (ATA 57)

APPLICABILITY:

AIRBUS INDUSTRIE A300-600ST aircraft all certified models, all serial numbers except those which have received AIRBUS INDUSTRIE modifications 11133 or 19050 in production.

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.

Development of such cracks could lead to the rupture of flap beam No. 2 and would affect the structural integrity of the airframe.

The purpose of Revision 1 of this AD is to bring details on paragraph "Reason" and to take into account a new production modification which limits the applicability requirements of this AD.

ACTIONS:

Unless already accomplished:

- A) Prior to accumulation of 15 000 flights perform an ultrasonic inspection of base member and side members of flaps beams No. 2 (LH and RH) in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin A300-57-6005 Revision 3.
- B) Perform repetitive inspection specified in paragraph A of this Airworthiness Directive at intervals not exceeding 1 700 flights as long as no defect indication is evidenced.

Note 1:

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

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

Note 2: 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).

REF.: Airworthiness Directive A300-600 No. 86-187-076(B) R4
Service Bulletin AIRBUS INDUSTRIE A300-57-6006 Revision 5
Service Bulletin AIRBUS INDUSTRIE A300-57-6005 Revision 3
Any further approved revision of these Service Bulletins is acceptable.

This Revision 1 replaces AD 2000-040-034(B) dated January 26, 2000.

EFFECTIVE DATES :

Original AD : FEBRUARY 05, 2000
Revision 1 : FEBRUARY 03, 2001

CANCELLED