



Airworthiness Directive Cancellation Notice

AD No.: 2024-0103-CN

Issued: 22 May 2024

Note: This Airworthiness Directive (AD) Cancellation Notice (CN) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A300-600ST aeroplanes

Effective Date: 22 May 2024

TCDS Number(s): EASA.A.014

Foreign AD: Not applicable

Cancellation This Notice cancels Direction Générale de l'Aviation Civile (DGAC) France AD 2000-040-034(B) R1 dated 24 January 2001.

ATA 57 – CANCELLED: Wings – Flaps Beams No 2 – Inspections

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

A300F4-608ST aeroplanes, all manufacturer serial numbers, except aeroplanes on which Airbus modification (mod) 11133 or mod 19050 was embodied in production.

Definitions:

For the purpose of this AD, the following definitions apply:

None.

Reason:

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.

This condition, if not detected and corrected, could lead to the rupture of the flap beam No 2 and reduce the structural integrity of the airframe.

To address this potential unsafe condition, DGAC France issued AD 2000-040-034(B), later revised, to require ultrasonic inspection of base member and side members of flaps beams No. 2, left-hand



(LH) and right-hand (RH) sides, in accordance with the instructions of Revision 3 of Airbus Service Bulletin (SB) A300-57-6005 (later revised, currently at Revision 6).

Since that AD was issued, Airbus confirmed that all the affected fleet was modified (in-service) to embody Airbus SB A300-57-9005 (mod 19542), removing 38 bolts at the LH and the RH sides wing flap track beam No 2, accomplishing non-destructive inspection of the 38 bolt holes, cold expansion of the 38 bolt holes and installation of interference fit bolts, hence increasing the fatigue life of the flap track beams No 2. Airbus also confirmed that Airbus SB A300-57-9005 (mod 19542) is equivalent to production mod 11133, therefore the unsafe condition addressed by DGAC France AD 2000-040-034(B) R1 does not exist anymore.

For the reasons described above, this Notice cancels DGAC France AD 2000-040-034(B) R1.

Required Action(s) and Compliance Time(s):

None.

Ref. Publications:

Airbus SB A300-57-6005 Revision 3 dated 25 November 1997.

Remarks:

1. This AD-CN was posted on 23 April 2024 as PAD 24-045-CN for consultation until 21 May 2024. No comments were received during the consultation period.
2. Enquiries regarding this AD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this AD-CN, please contact: AIRBUS – 1IALW (Airworthiness Office) E-mail: continued.airworthiness-wb.external@airbus.com.

