	AIRWORTHINESS DIRECTIVE No F-2005-022	Distribution: B	Issue date: February 02, 2005	Page : 1/2
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
	<p style="text-align: center;">No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.</p>			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2003-410 cancelled by its Revision 1		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A300, A300-600 and A300-600ST aircraft		
Type certificate(s) No. 72 TCDS No 145				
ATA chapter: 57	Subject: Wing - Inspection of inner flap			

1. EFFECTIVITY:

AIRBUS A300, A300-600 and A300-600ST aircraft, all certified models and all serial numbers.

2. REASONS:

An inspection program was rendered mandatory by Airworthiness Directive (AD) 2003-410 to detect appearance of cracks in rib 7 of the wing inner flap which, if left uncorrected, could affect the structural integrity of the airframe. This program was based on the original issues of AIRBUS Service Bulletins (SB) A300-57-0240, A300-57-6095, A300-57-9003.

Recent crack findings in the rib flange at the junction flange with the flap track lead to extend the inspection area.


A new inspection program is therefore rendered mandatory by this AD.

This AD replaces AD 2003-410 which is cancelled.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

3.1. Before accumulation of 5,000 flights since new or since embodiment of SB A300-57-0242 or A300-57-6097 or A300-57-9006 as applicable, or within 1,000 flights following the effective date of this AD, whichever occurs later, perform inspections of the front part of rib 7 of the inner flap (LH and RH), flap removed and in accordance with the instructions of SB A300-57-0240 Revision 1 or A300-57-6095 Revision 1 or A300-57-9003 Revision 1.

3.2. Repeat the inspections in accordance with the instructions of SB A300-57-0240 Revision 1 or A300-57-6095 Revision 1 or A300-57-9003 Revision 1 at intervals not exceeding 1,000 flights.

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3.3. For a crack length:

- lower than 5 mm (0.197 in), accomplish the instructions of SB A300-57-0242 or A300-57-6097 or A300-57-9006 within 150 flights following the detection of the crack,
- between 5 mm (0.197 in) and 10 mm (0.394 in), accomplish the instructions of SB A300-57-0242 or A300-57-6097 or A300-57-9006 within 50 flights following the detection of the crack,
- greater than 10 mm (0.394 in), contact AIRBUS before the next flight.

If more than one crack is found in the inspection area contact AIRBUS before the next flight.

3.4. Inform AIRBUS of the results of the inspection, whatever they are.

4. REFERENCE PUBLICATIONS:

AIRBUS Service Bulletins:
A300-57-0240 Revision 1
A300-57-6095 Revision 1
A300-57-9003 Revision 1
A300-57-0242 original issue
A300-57-6097 original issue
A300-57-9006 original issue
Any later approved revision of these SB's is acceptable.

5. EFFECTIVE DATE:

February 12, 2005.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:
AIRBUS SAS - Office of Airworthiness - EAW - Fax: 33 5 61 93 45 80.

7. APPROVAL:

This AD is approved under EASA reference No 2005-880 dated January 25, 2005.