

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2005-198</b>	Distribution: <b>B</b>	Issue date: <b>December 07, 2005</b>	Page : <b>1/2</b>
	<b>Direction générale de l'aviation civile France</b>  <b>GSAC publication</b>	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>
<b>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.</b>				
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>F-2005-022 cancelled by its Revision 1</b>		
Person in charge of airworthiness: <b>AIRBUS SAS</b>		Type(s): <b>A300, A300-600 and A300-600ST aircraft</b>		
Type certificate(s) No. <b>72, EASA.A.014</b> TCDS No <b>145, EASA.A.014</b>				
ATA chapter: <b>57</b>	Subject: <b>Wings - Inner flap inspection and modification</b>			

### 1. EFFECTIVITY:

AIRBUS A300, A300-600 and A300-600ST aircraft, all certified models and all serial numbers, except for aircraft on which AIRBUS modification No. 13031 or No 19575 as applicable has been embodied in production (AIRBUS Service Bulletin (SB) A300-57-0245 or A300-57-6100 or A300-57-9015 embodied in service).

### 2. REASONS:

A first inspection programme was rendered mandatory by Airworthiness Directive (AD) 2003-410 to detect the initiation of cracks in nose rib 7 of the inboard flap LH and RH wing which, if left uncorrected, could affect the structural integrity of the flap.

Recent crack findings during these first inspections in the flange of Nose rib 7 at the junction flange with the flap track, led to an extension of the inspection area. A second inspection programme was therefore rendered mandatory by AD F-2005-022.

This AD takes up the inspection programme of AD F-2005-022, and renders final action mandatory. This consists of modification to the nose rib 7 of the inboard flap (LH and RH wing).

### 3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

#### 3.1. Inspection programme

**3.1.1.** 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 February 12, 2005 [effective date of AD F-2005-022], whichever occurs later, unless already accomplished, perform inspections of the front part of nose rib 7 of the inboard flap (LH and RH wing), 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 as applicable.

**3.1.2.** 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 as applicable at intervals not exceeding 1,000 flights.



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**3.1.3.** For a crack length:

- of less than 5 mm (0.197 in), accomplish the instructions of SB A300-57-0245 or A300-57-6100 or A300-57-9015 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 A300-57-0245 or A300-57-6100 or A300-57-9015 within 50 flights following the detection of the crack,
- of more 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.

**3.1.4.** Inform AIRBUS of the inspection results, whatever they are.

**3.2. Modifications to the inner flap rib 7**

Within 5,000 flights or three years following the effective date of this AD, whichever occurs first, unless already accomplished, modify nose rib 7 of the inboard flap (LH and RH wing) in accordance with the instructions of SB A300-57-0245 or A300-57-6100 or A300-57-9015 as applicable.

Application of SB A300-57-0245 or A300-57-6100 or A300-57-9015 as applicable cancels the inspections required in paragraph 3.1. above.

**4. REFERENCE PUBLICATIONS:**

AIRBUS Service Bulletins:  
A300-57-0240 Revision 1  
A300-57-6095 Revision 1  
A300-57-9003 Revision 1  
A300-57-0245 original issue  
A300-57-6100 original issue  
A300-57-9015 original issue

Any later approved revision of these SB's is acceptable.

**5. EFFECTIVE DATE:**

December 17, 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 44 51.

**7. APPROVAL:**

This AD is approved under EASA reference No 2005-6418 dated November 29, 2005.