

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2005-213R1</b>		Distribution: <b>B</b>	Issue date: <b>April 12, 2006</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, Civil Aviation Authority of France, 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-2005-213 original issue</b>		
Person in charge of airworthiness: <b>AIRBUS SAS</b>			Type(s): <b>A300 aircraft</b>		
Type certificate(s) No. <b>72</b> TCDS No <b>145</b>					
ATA chapter: <b>27</b>		Subject: <b>Visual inspection of slat transmission shafts number 21 and asymmetry pick off units</b>			

**1. EFFECTIVITY:**

AIRBUS A300 aircraft series B2, B4, C4 and F4, except for the A300-600 series.

**2. REASONS:**

**Aim of revision 1 of this Airworthiness Directive (AD):**

This AD was originally issued by DGAC on behalf of EASA. However EASA considers that it is not in its legal remit to issue AD's when the origin of the problem affecting the fleet is due to a maintenance error. EASA has therefore requested that the original publication of this AD as an EASA AD should be cancelled. It is the reason why DGAC, Civil aviation authority of France, State of design of AIRBUS A300 aircraft, issues this revision 1 to inform formally all ICAO member states of mandatory continuing airworthiness actions affecting a product for which France is state of design, and to render the actions mandatory for all involved aircraft on the French register.

**This revision 1 does not introduce any new requirement nor extends the scope of effectivity.**

**Recall of the technical reason:**

During slat components inspection, one operator reported that the left and right slat transmission shafts number 21 (FIN 5205/5260) located between the slat screw jack number 6 and the friction brake were found disconnected and stored inside the wing leading edge compartment.

A review of the aircraft background revealed that slat transmission shafts number 21 were removed at the previous C-check during execution of an in house manual slats extension procedure used by the Maintenance Repair Organisation in charge of this check.

Investigation has shown that this in-house procedure requests the disconnection on both wings of the transmission shafts number 21 from the friction brakes. This procedure is not in compliance with the AMM, which does not request the transmission shafts disconnection.

If the slat transmission shafts number 21 are not connected, on both wings, to the rest of the slat mechanical linkage:

- the slat friction brakes are inoperative.



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- the asymmetry pick off units connected at the end of each mechanical linkage are not able to provide the proper slat feedback position to the slat asymmetry computers.

Similarly, if both asymmetry pick off units were not connected on both wings, the slat feedback position is not transmitted to the computers.

In both cases, a slat asymmetry, which is considered as a potential unsafe condition, would not be detected and counteracted by the high lift system. These dual disconnections would only be detected during the next C-check.

The aim of this Airworthiness Directive (AD) is to render mandatory a one time visual inspection of the slat transmission shafts number 21 and the asymmetry pick off units of all the AIRBUS A300 fleet in service.

**3. MANDATORY ACTIONS AND COMPLIANCE TIMES:**

**3.1.** Within 950 Flight hours or 3 months from the effective date of this AD at original issue, whichever occurs first, perform a one time visual inspection on both wings of:

- the slat transmission shafts number 21,
- the asymmetry pick off units,

and apply correctives measures if necessary before the next flight which follows this inspection in accordance with the instructions of AIRBUS All Operators Telex (AOT) A300-27A0200 dated December 05, 2005.

**3.2.** Report the inspections findings to AIRBUS.

**4. REFERENCE PUBLICATION:**

AIRBUS All Operators Telex (AOT) A300-27A0200 dated December 05, 2005.  
Any later approved revision of this AOT is acceptable.

**5. EFFECTIVE DATE:**

**Original issue: Upon receipt of the emergency AD issued on December 15, 2005.**  
**Revision 1: April 22, 2006**

**6. REMARK:**

This AD has been the subject of an emergency diffusion on December 15, 2005.

For questions regarding the technical content of this EAD's requirements, contact:

AIRBUS SAS - Office of Airworthiness – EAW – Fax : 33 5 61 93 44 51.

**7. APPROVAL:**

This AD is approved by DGAC.