

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2005-174</b>	Distribution: <b>B</b>	Issue date: <b>October 26, 2005</b>	Page : <b>1/2</b>
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 align="center"><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></p>			
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>None</b>		
Person in charge of airworthiness: <b>AIRBUS SAS</b>		Type(s): <b>A310 aircraft</b>		
Type certificate(s) No. 72 TCDS No 145				
ATA chapter: <b>27</b>	Subject: <b>Flight controls - Flaps - Inspection of transmission shaft</b>			

### 1. EFFECTIVITY:

AIRBUS A310 aircraft, all certified models and all serial numbers, except aircraft on which AIRBUS modification No. 12247 has been embodied in production (or AIRBUS Service Bulletin (SB) A310-27-2095 in service).

### 2. REASONS:

Operators have reported the presence of longitudinal cracks located on the flap transmission shaft between the Power Control Unit (PCU) and the torque limiter system.

Laboratory analyses have shown that the probable origin of the appearance of these cracks was due to stress corrosion phenomena.

A high residual stress in the material of the shaft combined with long exposure to a corrosive environment of the zone would be at the origin of this stress corrosion.

The aim of this Airworthiness Directive (AD) is to render mandatory an inspection program to detect the growth of such cracks which, if not detected in time, could affect the integrity of the flap transmission shaft.


### 3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory on the effective date of this AD unless already accomplished:

**3.1.** Within 2,000 flight hours following the last flap asymmetry protection test performed in accordance with task MPD 275600-01-1 (task source MRB 27.50.00 item 7),

or

within 8,000 flights following the last flap asymmetry protection test performed in accordance with task MPD 275600-02-1 (task source MRB 27.50.00 item 24),

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2005-174</b>	Distribution: <b>B</b>	Issue date: <b>October 26, 2005</b>	Page: <b>2/2</b>
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whichever occurs first,

perform a detailed visual inspection of the transmission shaft (Position (FIN) 5513 and FIN 5470) located between the PCU and the torque limiter system, LH and RH sides, in accordance with the instructions of SB A310-27-2092 Revision 2.

If necessary, replace any defective shaft before the next flight in accordance with the instructions of SB A310-27-2092 Revision 2.

**Note:** No further action is required for any shaft modified in accordance with the instructions of SB A310-27-2095.

**3.2.** Repeat these inspections in accordance with the instructions of SB A310-27-2092 Revision 2:

- before the next flight following any jamming of the flap transmission system,
  - after each flap asymmetry protection test in accordance with task MPD 275600-01-1, that is every 2,000 flight hours,
- and,
- after each flap asymmetry protection test in accordance with task MPD 275600-02-1, that is every 8,000 flights.

If necessary, replace any defective shaft before the next flight in accordance with the instructions of SB A310-27-2092 Revision 2.

**Note:** No further action is required for any shaft modified in accordance with the instructions of SB A310-27-2095.

**3.3.** Report the results of the inspections, whatever they are, to AIRBUS.

**4. REFERENCE PUBLICATIONS:**

AIRBUS Service Bulletins:  
A310-27-2092 Revision 2  
A310-27-2095 original issue  
Any later approved revision of these SBs is acceptable  
A310 Maintenance Review Board Report (MRBR) Revision 2 of October 1997.  
Any later approved revision of the A310 MRBR are acceptable.

**5. EFFECTIVE DATE:**

November 05, 2005.

**6. REMARK:**

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

**7. APPROVAL:**

This AD is approved under EASA reference No 2005-6369 dated October 18, 2005.