


EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2006 - 0179 Date : 26 June 2006	
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.		
Type Approval Holder's Name:		Type/Model designations:
AIRBUS SAS		A300, A300-600 and A300-600ST aircraft
TCDS Number: France No 145 and EASA.A.014		
Foreign AD: None		
Supersedure: DGAC AD F-2005-198 (EASA approval No. 2005-6418)		
ATA 57	Wings – Inner Flap Inspection and Modification	
Manufacturer:	AIRBUS (formerly AIRBUS INDUSTRIE).	
Applicability:	<ul style="list-style-type: none"> - AIRBUS A300 and A300-600 aircraft, all certified models and all serial numbers, except aircraft on which AIRBUS modification No. 13031 or No. 13241 has been embodied in production (Airbus Service Bulletin (SB) A300-57-0245 or A300-57-6100 embodied in service), and - A300-600ST aircraft, all certified models and all serial numbers, except aircraft on which AIRBUS modification No. 19575 has been embodied in production (SB A300-57-9015 embodied in service). 	
Reason:	<p>This Airworthiness Directive (AD) supersedes DGAC AD F-2005-198. It takes over the requirements of DGAC AD F-2005-198 and excludes from its applicability aircraft having received in production AIRBUS modification No. 13241.</p> <p>BACKGROUND INFORMATION</p> <p>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.</p>	

	<p>Crack findings during the 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 DGAC AD F-2005-022.</p> <p>DGAC AD F-20056198 took over the inspection programme of AD F-2005-022, rendering a final action mandatory. This consisted of modification to the nose rib 7 of the inboard flap (LH and RH wing).</p>
Effective Date:	10 July 2006
Compliance:	<p>1.1. Inspection programme</p> <p>1.1.1. 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 DGAC 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.</p> <p>1.1.2. 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.</p> <p>1.1.3. For a crack length:</p> <ul style="list-style-type: none"> - 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. <p>If more than one crack is found in the inspection area, contact AIRBUS before the next flight.</p> <p>1.1.4. Inform AIRBUS of the inspection results, whatever they are.</p> <p>1.2. Modifications to the inner flap rib 7</p> <p>Within 5,000 flights or three years following December 17, 2005 [effective date of DGAC AD F-2005-198], whichever occurs first, unless already</p>

	<p>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.</p> <p>Application of SB A300-57-0245 or A300-57-6100 or A300-57-9015 as applicable cancels the inspections required in paragraph 1.1. above.</p>
Ref. Publications:	<p>AIRBUS Service Bulletins</p> <p>A300-57-0240 Revision 1</p> <p>A300-57-6095 Revision 1</p> <p>A300-57-9003 Revision 1</p> <p>A300-57-0245 original issue</p> <p>A300-57-6100 original issue</p> <p>A300-57-9015 original issue</p> <p>or later approved revisions.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-119 for consultation on 09 May 2006 with a comment period until 31 May 2006. No comment was raised during consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS – EAW (Airworthiness Office, Ph.:+ 33 5 61 93 36 96, Fax :+ 33 5 61 93 44 51).