EASA	AIRWORTHINESS DIRECTIVE
	AD No : 2007-0062 **Date: 07 March 2007**

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 : AIRBUS SAS	Type/Model designation(s) : A300, A300-600 and A300-600ST aircraft

TCDS Number : France No.145 and EASA A.014

Foreign AD : Not applicable

Supersedure : Not applicable

ATA 57	Wings – Trailing Edge Flap Deflectors – Inspection/Repair
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE).
Applicability:	AIRBUS A300, A300-600 and A300-600ST aircraft, all certified models, all serial numbers. Note: A300-600 aircraft, from MSN 0872 onwards, which received application of Airbus modifications 13245 and 13282 during production, are not affected by this Airworthiness Directive.
Reason:	Three cases of outer deflector panel found detached or broken during ground inspection have been reported by operators to AIRBUS. The affected deflector panel is the most outboard of the two outer deflectors. In addition, an operator has also reported a missing portion of hinge on one panel. The missing portion of hinge is held to the structure through one Camloc fastener. Mishandling or failure of the small portion of hinge located inboard of the affected deflector panel is suspected to be the main cause of the deflector damage. This can cause misalignment of the deflector panel followed by hinge pin migration and possible further damages to the deflector on flap retraction. If not corrected, such situation could lead to the loss of deflector panel and injured people on ground. The aim of this Airworthiness Directive (AD) is to mandate the one time inspection to detect and prevent damage to inner and outer shroud box deflectors.
Effective Date:	21 March 2007

Compliance:	Required as indicated, unless accomplished previously :
	
	1. Within 18 months after the effective date of this AD, do a detailed visual inspection of the inner and outer shroud box flap deflectors in accordance with the instructions given in AIRBUS Service Bulletin (SB) A300-57-0247 or A300-57-6104 or A300-57-9018, as applicable to aircraft type.
	
	2. If any discrepancy or damage is found, before next flight :
	  - repair the affected flap deflector in accordance with the instructions given in AIRBUS SB A300-57-0247 or A300-57-6104 or A300-57-9018, as applicable to aircraft type.
	
	  or
	
	  - remove the affected deflector door (as described in the Configuration Deviation List page 6.03.27 of A300, A300-600, or A300-600ST Flight Manual) until the next convenient maintenance opportunity, then repair it in accordance with the instructions given in AIRBUS SB A300-57-0247 or A300-57-6104 or A300-57-9018, as applicable to aircraft type.
	
	3. Report the inspection results to Airbus, using Appendix 01 - Inspection report, as included in each relevant SB.

Ref. Publications:	AIRBUS Service Bulletins A300-57-0247 original issue; A300-57-6104 original issue; A300-57-9018 original issue; AFM A300/A300-600/A300-600ST Configuration Deviation List page 6.03.27 or later approved revisions of these documents.
Remarks :	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 on 23 January 2007 as PAD 07-013 for consultation until 20 February 2007. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the AD Focal Point, Certification Directorate, EASA. E-mail ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EAW Airworthiness Office, telephone:+ 33 5 61 93 36 96, facsimile: + 33 5 61 93 44 51.