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|  | <b>AIRWORTHINESS DIRECTIVE</b><br><b>No F-1999-011-023 R2</b>   |  | Distribution:<br><b>B</b>  | Issue date:<br><b>February 04, 2004</b> | Page :<br><b>1/2</b> |
|   | This Airworthiness Directive is published by the DGAC :<br><input type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product.<br><input checked="" type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft.. |  | <i>Translation of « Consigne de Navigabilité » of same number.<br/>         In case of difficulty, reference should be made to the French issue.</i> |   |                      |
| Direction générale de l'aviation civile<br>France<br><br>GSAC publication         | <p style="text-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):<br><b>Not applicable</b>        |   | Airworthiness Directive(s) replaced:<br><b>1999-011-023 Revision 1</b> |  |   |                      |
| Person in charge of airworthiness:<br><b>AIRBUS</b>                               |   | Type(s):<br><b>A300-600ST BELUGA aircraft</b>                          |  |   |                      |
| Type certificate(s) No. <b>None</b><br>TCDS No <b>None</b>                        |   |  |  |   |                      |
| ATA chapter:<br><b>57</b>   | Subject:<br><b>Main landing gear - Inspection and modification of the attachment fittings at rib 5</b>  |  |  |   |                      |

### 1. EFFECTIVITY:

AIRBUS A300-600ST aircraft all certified serial numbers, on which AIRBUS modification No. 11912 in production (or AIRBUS Service Bulletin (SB) A300-57-9007 in service) has not been embodied.

### 2. REASONS:

An inspection programme on the main landing gear attachment fitting (lower flange and web), in an area limited by the junction of the wing rear spar and the landing gear retraction jack attachment point revealed cracks in the lower flange propagating through the web from the inside towards the outside of the fitting. Crack propagation such as these could affect the structural integrity of the aircraft.

Revision 1 of this Airworthiness Directive (AD) renders this modification mandatory at 21,000 flights.

Revision 2 of this AD renders this modification mandatory before December 22, 2006 and refers to the SB of the specific BELUGA modification. It also modifies the inspection threshold which remains applicable until accomplishment of this final action.


### 3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

**3.1.** Prior to the accumulation of 11,600 flights, perform a detailed visual inspection (DVI) and an eddy current (HFEC) inspection in accordance with the instructions of SB A300-57A6087 Revision 4.

**3.2.** Repeat this inspection (DVI + HFEC) every 700 flights, in accordance with the instructions of SB A300-57A6087 Revision 4.

Inform AIRBUS of all inspection findings, whatever they may be.

**3.3.** Before December 22, 2006, modify the attachment fittings in accordance with the instructions of SB A300-57-9007.

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**4. REFERENCE PUBLICATIONS:**

AIRBUS Service Bulletin A300-57A6087 Rev. 4  
 AIRBUS Service Bulletin A300-57-9007  
 Any later approved revision of these Service Bulletins is acceptable.

**5. EFFECTIVE DATES:**

**Original issue** : January 23, 1999  
**Revision 1** : February 03, 2001  
**Revision 2** : February 14, 2004.

**6. REMARK:**

For any question concerning the technical content of the requirements of this AD, please contact:

AIRBUS - Didier Auriche - Fax: 33 5 61 93 45 80.

**7. APPROVAL:**

This AD is approved by DGAC.

SUPERSEDED