	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2006-016</b>	Distribution: <b>B</b>	Issue date: <b>January 18, 2006</b>	Page : <b>1/3</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>2003-120 and F-2004-105 cancelled by their Revision 1</b>		
Person in charge of airworthiness: <b>AIRBUS SAS</b>		Type(s): <b>A300, A300-600 and A300-600ST BELUGA aircraft</b>		
Type certificate(s) No. <b>72, EASA.A.014</b> TCDS No <b>145, EASA.A.014</b>				
ATA chapter: <b>53</b>	Subject: <b>Fuselage - Frame 47 upper radius</b>			

### 1. EFFECTIVITY:

AIRBUS A300, A300-600 and A300-600ST BELUGA aircraft, all certified models and all serial numbers, except for aircraft which have been repaired in accordance with the instructions of AIRBUS Service Bulletin (SB) A300-53-0370 or A300-53-6144 as applicable.

### 2. REASONS:

This Airworthiness Directive (AD) is issued to detect and monitor the growth of cracks which could affect the structural integrity of the fuselage at frame 47 forward fitting.

New investigations have led the manufacturer to establish a revised inspection program introducing:

- a redefinition of the threshold and interval values,
- corrective measures in case of abnormal load events (e.g. hard landing and flight with turbulence).

This new inspection program is rendered mandatory by this AD.


Consequently, ADs 2003-120 and F-2004-105 dealing with the same subject are cancelled.

### 3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

#### 3.1. A300 aircraft

- 3.1.1.** Before the accumulation of 10,000 flights from the first flight of the aircraft, except previously performed, perform the inspection of the frame 47 forward fitting upper radius, LH and RH sides of the fuselage, and accomplish the corrective actions, if necessary, in accordance with the instructions given in SB A300-53-0246 R6.

Aircraft previously inspected without detection of cracks must be inspected at the next inspection of SB A300-53-0246 R6 or within the 1,400 flights following the effective date of this AD, whichever occurs later, without however exceeding the interval values previously defined in SB A300-53-0246 R3 or R4 or R5.

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Aircraft already inspected with detection of cracks of length lower than or equal to 30 mm (1.181 in) must be inspected at the next inspection of SB A300-53-0246 R6 or within the 500 flights following the effective date of this AD, whichever occurs later, without however exceeding the inspection interval values previously defined in SB A300-53-0246 R4 or R5.

- 3.1.2.** Depending on the results of the previous inspection, repeat the inspection in accordance with the instructions and at the intervals defined in SB A300-53-0246 R6.

**3.1.3. Specific conditions**

In case of abnormal load events, such as hard landing or flight in excessive turbulence) comply with the instructions given in SB A300-53-0246 R6 within the three months following this event. If, during the above-mentioned period, another event of same type occurs and if no inspection has yet been accomplished, contact AIRBUS before the next flight following this event.

The results of the inspection, whatever they are, must be reported to AIRBUS.

**3.2. A300-600 aircraft**

- 3.2.1.** Before the accumulation of 10,000 flights from the first flight of the aircraft, except previously performed, perform the inspection of the frame 47 forward fitting upper radius, LH and RH sides of the fuselage, and accomplish the corrective actions, if necessary, in accordance with the instructions given in SB A300-53-6029 R8.

Aircraft previously inspected without detection of cracks must be inspected at the next inspection of SB A300-53-6029 R8 or within the 1,400 flights following the effective date of this AD, whichever occurs later, without however exceeding the interval values previously defined in SB A300-53-6029 R5 or R6 or R7.

- 3.2.2.** Depending on the results of the previous inspection, repeat the inspection in accordance with the instructions and at the intervals defined in SB A300-53-6029 R8.

**3.2.3. Specific conditions**

In case of abnormal load events, such as hard landing or flight in excessive turbulence), comply with the instructions given in SB A300-53-6029 R8 within the three months following this event. If, during the above-mentioned period, another event of same type occurs and no inspection has yet been accomplished, contact AIRBUS before the next flight following this event.


The results of the inspection, whatever they are, must be reported to AIRBUS.

**3.3. A300-600ST BELUGA aircraft**

- 3.3.1.** Before the accumulation of 10,000 flights from the first flight of the aircraft, perform the inspection of the frame 47 forward fitting upper radius, LH and RH sides of the fuselage, and accomplish the corrective actions, if necessary, in accordance with the instructions given in SB A300-53-9014 R1.

Aircraft previously inspected in accordance with SB A300-53-9014, original issue, meet the requirements of paragraph 3.3.1.

- 3.3.2** Depending on the results of the previous inspection, repeat the inspection in accordance with the instructions and at the intervals defined in SB A300-53-9014 R1.

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### 3.3.3 Specific conditions

In case of abnormal load events, such as hard landing or flight in excessive turbulence), comply the instructions given in SB A300-53-9014 R1 within the three months following this event.

If, during the above-mentioned period, another event of same type occurs and if no inspection has yet been accomplished, contact AIRBUS before the next flight following this event.

The results of the inspection, whatever they are, must be reported to AIRBUS.

## 4. REFERENCE PUBLICATIONS:

AIRBUS Service Bulletins:

A300-53-0246 Revision 3 or Revision 4 or Revision 5 or Revision 6

A300-53-6029 Revision 5 or Revision 6 or Revision 7 or Revision 8

A300-53-9014 Original issue or Revision 1

A300-53-0370 Original issue

A300-53-6144 Original issue

Any later approved revision of these SBs is acceptable.

## 5. EFFECTIVE DATE:

January 28, 2006.

## 6. REMARKS:

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 2006-0007 dated January 11, 2006.