	AIRWORTHINESS DIRECTIVE No F-2004-063	Distribution: B	Issue date: May 12, 2004	Page : 1/2
Direction générale de l'aviation civile France	This Airworthiness Directive is published by the DGAC: <input type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input checked="" type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
GSAC publication	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.			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 1998-037-009 cancelled by its Revision 2		
Person in charge of airworthiness: AIRBUS		Type(s): A300-600ST BELUGA aircraft		
Type certificate(s) No. None TCDS No None				
ATA chapter: 27, 55	Subject: Flight controls - Rudder servocontrol desynchronization			

1. EFFECTIVITY:

AIRBUS A300-600ST aircraft, all certified serial numbers.

2. REASONS:

The aim of this Airworthiness Directive (AD) is to detect and prevent all rudder servo desynchronizations the consequences of which could be:

- structural fatigue associated with opposing stresses,
- in combination with an engine failure and loss of the associated hydraulic system, a degradation in the aircraft handling quality.

This AD which replaces AD 98-037-009 is issued further to recent incidents encountered in service on the aircraft of the wide body fleet the analysis of which has evidenced new desynchronization causes. New associated detection actions concerning especially the systems (ATA 27) are introduced in AIRBUS Service Bulletin (SB) A300-27-9009.


The associated ATA 55 structural inspection philosophy has also been reviewed.

All of these measures (ATA 27 and ATA 55 SBs) are rendered mandatory by this AD.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

3.1. Within 700 flight hours following the effective date of this AD or within 1,300 flight hours following the latest inspection conducted within the scope of AD 98-037-009 whichever occurs first, accomplish the instructions of SB A300-27-9009 and, according to the results, perform the structural inspections if necessary in accordance with the instructions of SB A300-55-9007.

3.2. Repeat the instructions of paragraph 3.1. above at intervals not exceeding 1,300 flight hours.

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4. REFERENCE PUBLICATIONS:

AIRBUS Service Bulletins:
A300-27-9009
A300-55-9007
Any later approved revision of these SB's is acceptable.

5. EFFECTIVE DATE:

May 22, 2004.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:
AIRBUS – Hubert Angelier – Fax: 33 5 61 93 45 80.

7. APPROVAL:

This AD is approved by the DGAC.

SUPERSEDED