	AIRWORTHINESS DIRECTIVE No F-2004-002	Distribution: B	Issue date: January 07, 2004	Page : 1/2
Direction générale de l'aviation civile France	This Airworthiness Directive is published by the DGAC: <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input 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: 2000-060-303, cancelled by its revision 2		
Person in charge of airworthiness: AIRBUS		Type(s): A300-600 aircraft		
Type certificate(s) No. 72 TCDS No 145				
ATA chapter: 53	Subject: Fuselage - Inspection and modification of frame feet between FR41 and FR46			

1. EFFECTIVITY:

AIRBUS A300-600 aircraft, all certified models, all serial numbers except:

- model A300F4-622R aircraft and
- aircraft on which AIRBUS modification No. 12168 (AIRBUS Service Bulletin (SB) A300-53-6125 original issue or any later approved revision) has been embodied in production.

2. REASONS:

2.1. During the scheduled inspection of the fuselage frame feet in compliance with SSI 53-15-54, presence of cracks was observed on an in-service A300-600 aircraft in FR43, FR44, FR45 and FR46 between STGR24 and STGR30 on RH side and in FR45 on LH side.

In order to preserve the structural integrity of this zone of the fuselage, Airworthiness Directive (AD) 2000-060-303 which deals with the same subject renders a repetitive inspection program mandatory.


2.2. This AD takes over the requirements of AD 2000-060-303, which is cancelled, and renders mandatory the embodiment of SB A300-53-6125 (AIRBUS modification 12168), which aims at improving the life of the frame foot attachments on top of center wing box/fuselage shells, at latest at the threshold defined in the paragraph which follows. Nevertheless, the inspection remains applicable until the accomplishment of SB A300-53-6125.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

3.1. INSPECTION:

At the threshold/interval and in accordance with the instructions defined in SB A300-53-6122, perform a rototest inspection of the frame feet attachment holes of FR41 to FR46 inclusive.

The accomplishment timescale, for aircraft which have exceeded their inspection thresholds, is defined in SB A300-53-6122. The date of February 19th, 2000 [effective date of AD 2000-060-303 at original issue] will be considered as a reference for the accomplishment of the timescale.

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For aircraft on which an inspection of FR41 to FR46 inclusive has already been performed on February 19th, 2000 in accordance with the instructions of "NTM A300-600 53-15-54 Part 6 Procedure B" (in order to comply with the requirements of A300-600 MRB report Revision 3 dated April 1998), the accomplishment timescale will be equal to the value of the repetitive inspection interval defined in SB A300-53-6122. The date of inspection in accordance with procedure B of NTM A300-600 53-15-54 Part 6 will be considered as a reference for the accomplishment of the timescale.

Depending on the inspection results, apply corrective measures (repairs) if required in accordance with the instructions of SB A300-53-6122.

3.2. MODIFICATION:

At the thresholds defined in paragraph 1.E of SB A300-53-6125 Revision 1, unless already accomplished, perform cold expansion of certain frame foot attachment holes (FR41 to FR46) on top of wing center box /fuselage shells in accordance with the instructions of SB A300-53-6125 Revision 1.

The accomplishment timescale for aircraft which have exceeded the Design Service Goal (DSG) is defined in Note (1) of paragraph 1.E of SB A300-53-6125. The effective date of this AD will be taken as a reference for the accomplishment of the timescale.

The accomplishment timescale for aircraft above the embodiment threshold of the modification and below the Design Service Goal (DSG) is defined in Note (2) of paragraph 1.E of SB A300-53-6125. The effective date of this AD will be taken as a reference for the accomplishment of the timescale.

4. REFERENCE PUBLICATIONS:

AIRBUS Service Bulletins:
A300-53-6122
A300-53-6125 Revision 1
Any later approved revisions of these SB's are acceptable.

5. EFFECTIVE DATE:

January 17, 2004.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:

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7. APPROVAL:

This AD is approved under EASA reference No 2108 dated December 25, 2003.