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|   | <b>AIRWORTHINESS DIRECTIVE</b><br><b>No F-2004-105</b>                 | Distribution:<br><b>B</b>   | Issue date:<br><b>July 07, 2004</b> | Page :<br><b>1/2</b>   |
|  | Direction générale de l'aviation civile France<br><br>GSAC publication | 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> |
| <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> |  |   |                                     |  |
| Corresponding foreign Airworthiness Directive(s):<br><b>Not applicable</b>   |  | Airworthiness Directive(s) replaced:<br><b>2001-355, cancelled by its Revision 1</b>  |                                     |  |
| Person in charge of airworthiness:<br><b>AIRBUS SAS</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>53</b>  | Subject:<br><b>Fuselage - Upper radius of frame 47</b>                 |   |                                     |  |

**1. EFFECTIVITY:**

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

**2. REASONS:**

During A300 full scale fatigue tests, cracks were found at frame 47 upper radius on the right and left sides of the fuselage. Cracks of same type were also found and reported by A300 aircraft operators.

This situation if not controlled could affect the structural integrity of the fuselage.

This Airworthiness Directive (AD) renders mandatory a new inspection program and replaces AD 2001-355.

AD 2001-355 was cancelled before this new AD was issued taking into account the small number of cycles accumulated by the A300-600ST aircraft.

**3. MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The following measures are rendered mandatory from the effective date of this AD, unless already accomplished:

**3.1.** Before the accumulation of 10,000 flights or 26,000 flight hours since the first flight of the aircraft, whichever occurs first, inspect the upper radius of frame 47, right and left sides of the fuselage, in accordance with the instructions defined in Service Bulletin (SB) A300-53-9014.

**3.2.** According to the results of the previous inspection and according to the lengths of the cracks detected, perform repetitive inspections at the intervals and according to the instructions defined in SB A300-53-9014 or contact AIRBUS SAS before the next flight.



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**4. REFERENCE PUBLICATIONS:**

Service Bulletin A300-53-9014

(Any later approved revision of this SB is acceptable).

**5. EFFECTIVE DATE:**

July 17, 2004.

**6. REMARK:**

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

AIRBUS SAS - Didier AURICHE - Fax: 33 5 61 93 45 80

**7. APPROVAL:**

This AD is approved by the DGAC.

**SUPERSEDED**