

 Direction générale de l'aviation civile France GSAC publication	AIRWORTHINESS DIRECTIVE No F-2005-002		Distribution: B	Issue date: January 05, 2005 <i>Correction of February 16, 2005</i>	Page : 1/3
	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>		
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: 95-244-191 R1 cancelled by its Revision 2		
Person in charge of airworthiness: AIRBUS SAS			Type(s): A300-600 aircraft		
Type certificate(s) No. 72 TCDS No 145					
ATA chapter: 53		Subject: Fuselage - Forward intermediate section skin at frames 28A and 30A			

This is a correction. Corrected lines are marked with the letter "C" in the margin

1. **EFFECTIVITY:**

AIRBUS A300-600 aircraft, all certified models, all serial numbers except for aircraft on which AIRBUS modification No. 8683 has been embodied in production.

2. **REASONS:**

Airworthiness Directive (AD) No. 95-244-191 R1 dealing with the same subject, the reasons of which are recalled below, on the one hand, rendered the inspection of AIRBUS Service Bulletin (SB) A300-53-6045 mandatory, and, on the other hand, proposed to the operators the embodiment of SB A300-53-6037 (AIRBUS modification No. 8684), cancelling the need for further actions within the framework of this Airworthiness Directive.

In the assumption where, when performing AD 95-244-191 R1:

- the operators did not conduct the preliminary inspection in accordance with SB A300-53-6045 from original issue up to revision 2 before the immediate embodiment of the modification No. 8684 (SB A300-53-6037),

or

- cracks detected during the inspection in accordance with SB A300-53-6045 from original issue up to revision 2 would have not been corrected in accordance with the temporary repair defined in this SB before embodiment of the modification No. 8684 in accordance with SB A300-53-6037,

then the incorporation of the modification in accordance with SB A300-53-6037 is called into question by the manufacturer.

This is why Revision 3 of inspection SB A300-53-6045 requires an additional action for operators whose aircraft are as described in paragraph 3 of this AD.

Reminder of reasons given in AD 95-244-191 R1:

Cracks were detected on the forward intermediate section skin of A300 aircraft, at the level of frames 28A and 30A, above stringers 30 RH and 30 LH.

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As this might affect A300-600 aircraft, AD 95-244-191 was issued to prevent the development of these cracks, which could affect the structural integrity of the airframe and lead to a rapid decompression of the cabin.

The present AD replaces AD 95-244-191 R1 which is cancelled.

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

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

Configuration 01:

This configuration concerns aircraft on which modification as per SB A300-53-6037 R2 was not embodied at the effective date of this AD.

1. Carry out an inspection of the skin panels in accordance with the instructions of SB A300-53-6045 R3 prior to the accumulation of 18,000 flights since new or within 4500 flights following the latest inspection performed before the effective date of this AD as per SB A300-53-6045 at original issue or any approved revision, whichever occurs later.

Note: The 18, 000 flight threshold corresponds to that defined in AD 95-244-191 R1 Remember that aircraft which had accumulated 18,000 flights on December 16, 1995, effective date of AD 95-244-191 at the original issue, had to be inspected within 12 months following this date.

2. If no cracks are detected, repeat the inspection in accordance with SB A300-53-6045 R3 at intervals not exceeding 4,500 flights or reinforce the structure of frames 28A and 30A between stringers 27 and 30, on the RH and LH sides of the fuselage, in accordance with the instructions of SB A300-53-6037 R2.
3. If a crack is detected, and depending on its length, carry out the temporary repair prior to the next flight, or repeat the inspection at intervals not exceeding 150 flights, in accordance with the instructions of SB A300-53-6045 R3, or embody modification 8684 in accordance with the instructions of SB A300-53-6037 R2.

The embodiment of SB A300-53-6037 R2 is required at the latest within 18,000 flights or 24,000 flight hours, whichever occurs first, from the date of completion of the temporary repair.

- C** **Note:** No further inspection or subsequent action is required by this AD further to the inspection in accordance with SB A300-53-6045 R3 immediately followed by the embodiment of SB A300-53-6037 R2.

Configuration 02:

This configuration concerns aircraft modified in accordance with SB A300-53-6037 at the original issue and up to Revision 2 and on which SB A300-53-6045 has not been embodied at the same time.

1. Within 2,400 flights or 18 months at the latest from the effective date of this AD, whichever occurs first, carry out an inspection of the skin panels in accordance with the instructions of SB A300-53-6045 R3.
2. If a crack is detected, determine its length in accordance with the instructions of SB A300-53-6045 R3. Contact AIRBUS before the next flight to get the instructions and the best suited repair solution.
3. If no cracks are detected, no further actions are required by this AD.

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4. REFERENCE PUBLICATIONS:

AIRBUS Service Bulletin A300-53-6045 Revision 3
AIRBUS Service Bulletin A300-53-6037 Revision 2
(Any later approved revision of these SB's is acceptable).

5. EFFECTIVE DATE:

January 15, 2005.

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 under EASA reference No 2004-12542 dated December 27, 2004.