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|  | AIRWORTHINESS DIRECTIVE No F-2004-159 | Distribution: B | Issue date: September 29, 2004 | Page : 1/2 |
| | 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> |
| 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: 2000-533-328 cancelled by its Revision 1 | | |
| Person in charge of airworthiness: AIRBUS SAS | | Type(s): A300-600 aircraft | | |
| Type certificate(s) No. 72 TCDS No 145 | | | | |
| ATA chapter: 57 | Subject: Center wing box - FR47 angle fittings | | | |

1. **EFFECTIVITY:**

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

- A300F4-622R aircraft models and
- aircraft on which AIRBUS modification No. 12171 or 12249 has been embodied in production,
- aircraft which have been repaired in accordance with AIRBUS Service Bulletin A300-57-6069, original issue or any later approved revision.

2. **REASONS:**

This Airworthiness Directive (AD) is issued subsequent to the publication of a new repetitive inspection program for fuselage frame 47 at certain fasteners of the center wing box angle fitting.

This new inspection program replaces the one mandated by AD 2000-533-328 and follows on from the results of the inspections performed on A300 and A300-600 aircraft and is modified to especially:

- extend the inspection to the angle fitting web (vertical face) holes U, V, W, X and Y,
- integrate an update of the inspection thresholds and intervals (more restrictive than the previous program) for the angle fitting web.

The inspection program for the angle fitting flange (horizontal face) and the angle fitting modification program remain unchanged.

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

1. **Inspection program for the internal lower angle fitting web (vertical face):**

At the threshold and in accordance with the instructions defined in AIRBUS Service Bulletin (SB) A300-57-6049 Revision 6, perform an inspection of holes H, I, K, L, M, N, U, V, W, X and Y.



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Aircraft which are near to or which have exceeded the inspection threshold on the effective date of this AD must be inspected within the grace periods defined in paragraph 1.E.(2) of SB A300-57-6049 Revision 6 from the effective date of this AD.

According to the results of the previous inspection and according to the corrective measures undertaken, repeat the inspection in accordance with the instructions and at the intervals defined in SB A300-57-6049 Revision 6.

The aircraft manufacturer must be informed of the inspection results whatever they are.

2. Inspection program for the internal lower angle fitting flange (horizontal face):

At the threshold defined in SB A300-57-6086 or within 1,500 flights after January 06, 2001 (effective date of AD 2000-533-328 original issue), whichever occurs later, conduct an inspection of holes A, B, C, D, E, F, G, P, Q, S and T in accordance with the instructions defined in SB A300-57-6086.

Aircraft which had exceeded the predefined threshold value by more than 2,000 flights on January 6th, 2001 (effective date of AD 2000-533-328 original issue) must have been inspected within 750 flights following January 06, 2001.

According to the results of the previous inspection and according to the corrective measures undertaken, repeat the inspection in accordance with the instructions and at the intervals defined in SB A300-57-6086.

The aircraft manufacturer must be informed of the inspection results whatever they are.

3. Internal lower angle fitting modification program:

Before the accumulation of 15,100 flights or 38,900 flight hours, whichever occurs first, modify the angle fitting attachment holes by cold expansion in accordance with the instructions of SB A300-57-6050 Revision 2.

Aircraft which were near to or which had exceeded the predefined threshold value on January 6th, 2001 (effective date of AD 2000-533-328 original issue), must have been modified within the grace periods defined in paragraphs 1.B.(4).(a) and (b) of SB A300-57-6050 Revision 2 (effective date of AD 2000-533-328 original issue being then taken as reference).

4. REFERENCE PUBLICATIONS:

AIRBUS Service Bulletins:
A300-57-6049 Revision 6
A300-57-6086
A300-57-6050 Revision 2
A300-57-6069
Any later approved revision of these SBs is acceptable.

5. EFFECTIVE DATE:

October 09, 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 under EASA No 2004-9779 dated September 21, 2004.