 <b>Direction générale de l'aviation civile France</b>  <b>GSAC publication</b>	<b>AIRWORTHINESS DIRECTIVE</b>  <b>No F-2005-126</b>		Distribution:  <b>B</b>	Issue date:  <b>July 20, 2005</b>	Page :  <b>1/2</b>
	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>	
<p style="text-align: center;"><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></p>					
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>			Airworthiness Directive(s) replaced: <b>F-1999-011-023 cancelled by its Revision 3</b>		
Person in charge of airworthiness: <b>AIRBUS SAS</b>			Type(s): <b>A300-600ST aircraft</b>		
Type certificate(s) No. <b>EASA.A.014</b> TCDS No <b>EASA.A.014</b>					
ATA chapter:  <b>57</b>		Subject: <b>Main landing gear - Inspection and modification of the attachment fittings at rib 5</b>			

#### 1. **EFFECTIVITY:**

AIRBUS A300F4-608ST aircraft, all certified serial numbers, except for aircraft on which AIRBUS modification No. 11912 has been embodied in production, or modified and inspected in service in accordance with AIRBUS Service Bulletin (SB) A300-57-9007 Revision 1.

#### 2. **REASONS:**

Further to cracks found on MLG rib 5 RH and LH attachment fitting lower flanges, Airworthiness Directive (AD) 1999-011-023 R2 was issued to render repeat inspections and, as a final action, embodiment of SB A300-57-9007 mandatory before December 22, 2006 at the latest.

Subsequent to scheduled maintenance checks, new cases of cracks were reported by operators of A300-B4 and A300-600 aircraft on which a similar SB to the above SB has been embodied.


The purpose of this Airworthiness Directive is to render mandatory:

- embodiment of modification as per SB A300-57-9007 Revision 1,
- inspection programme which was not included in the original issue of SB A300-57-9007.

Repeat inspections previous to final actions which were rendered mandatory in AD 1999-011-023 R2 are no longer required.

**Note:** the embodiment threshold of the modification rendered mandatory before December 22, 2006 at the latest by previous AD 1999-011-023, is postponed to December 31, 2008 as mentioned below.

This AD replaces AD 1999-011-023 which is cancelled.

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

The following measures are rendered mandatory from the effective date of this AD:

- 3.1.** Before December 31, 2008, modify lower flange of MLG rib 5 RH and LH attachment fittings at holes 47 and 54, and perform a detailed visual inspection (DVI) followed by an eddy current inspection (HFEC) of these two holes in accordance with the instructions of applicable SB A300-57-9007 Revision 1.

**Note:** the aircraft already modified as per of SB A300-57-9007 original issue (as mandated in 1999-011-023 R2) are only subject to the same inspection programme as specified in SB A300-57-9007 Revision 1.

- 3.2.** If cracks are detected by the inspections above, contact the manufacturer AIRBUS before the next flight.

- 3.3.** Repeat the inspections at intervals not exceeding 700 flights. If no cracks are detected during the inspection performed at or above 2,100 flights following embodiment of applicable SB A300-57-9007 Revision 1, no further inspection is required.

### 4. **REFERENCE PUBLICATION:**

AIRBUS Service Bulletin A300-57-9007 Revision 1  
(Any later approved revision of this SB is acceptable).

### 5. **EFFECTIVE DATE:**

July 30, 2005.

### 6. **REMARK:**

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

AIRBUS SAS - Office of Airworthiness - EAW - Fax : 33 5 61 93 45 80.

### 7. **APPROVAL :**

This AD is approved under EASA reference No 2005-6073 dated July 12, 2005.