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|  | AIRWORTHINESS DIRECTIVE No F-2005-091 R1 | Distribution: B | Issue date: September 28, 2005 | Page : 1/3 |
| | 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: F-2005-091 original issue | | |
| Person in charge of airworthiness: AIRBUS SAS | | Type(s): A300 and A300-600 aircraft | | |
| Type certificate(s) No. 72 TCDS No 145 | | | | |
| ATA chapter: 53 | Subject: Fuselage - Inspection of the lower gantry flanges between FR47 and FR54 | | | |

1. **EFFECTIVITY:**

AIRBUS :

- A300 aircraft, all certified models, all serial numbers, except for aircraft on which SB A300-53-0380 (mod. 13037) and A300-53-0360 (mod. 12413) have been embodied in service.
- A300-600 aircraft, all certified models, all serial numbers, except for aircraft on which SB A300-53-6153 (mod. 13037) and A300-53-6132 (mod. 12413 or production AIRBUS mod. 12169) have been embodied.

2. **REASONS:**

This paragraph summarises the main reason given in Airworthiness Directive (AD) 2001-091 which dealt with the same subject, namely that cracks in the lower flanges of gantries 1 to 5, LH and RH sides of the fuselage between FR 47 and FR 54 were discovered during fatigue tests and confirmed during operation on aircraft of the A300 and A300-600 type.

During inspection of an A300-600 aircraft in the gantries 3 to 5 area in accordance with Service Bulletin (SB) A300-53-6128 (AD 2001-091), a large crack running along the outboard flange of beam No 4 has been reported. The A300 aircraft, which have a similar design and are subject to similar inspection in accordance with SB A300-53-0353 (Structural Significant Item (SSI)/ALI task 53-65-80) may also be affected by such occurrence.

In order to maintain the structural integrity of this fuselage zone, the manufacturer has developed a new inspection programme, rendered mandatory by this AD. As a consequence:

- SB A300-53-0379 replaces AOT A300-53A0371, AOT A300-53A0376 and inspection SB A300-53-0353.
- SB A300-53-6152 replaces AOT A300-53A6145, AOT A300-53A6147 and inspection SB A300-53-6128.

AOT A300-53A0371 and A300-53A6145 was mandated by AD F-2003-356,
 AOT A300-53A0376 and A300-53A6147 was mandated by AD F-2003-461,
 SB A300-57-6128 was mandated by AD 2001-091



This AD at original issue superseded AD F-2003-356 , AD F-2003-461 and AD 2001-091.

It also cancelled the Structural Significant Item task (SSI)/ALI 53-65-80, (applicable to A300 aircraft).

Revision 1 of this AD redefines the effectivity paragraph in order to refer to:

- SB A300-53-0380 and SB A300-53-0360 for A300 aircraft,
- SB A300-53-6153 and SB A300-53-6132 for A300-600 aircraft.

3. MANDATORY ACTIONS AND DEADLINES:

The following measures are rendered mandatory from the effective date of this AD at original issue.

1. At the threshold defined in Table 1 (for non-repaired area) or table 2 (for repaired area) of SB A300-53-0379 or A300-53-6152 as applicable, carry out an ultrasonic inspection or High Frequency Eddy Current (HFEC) inspection of the lower flanges of gables 1 to 5, LH and RH sides of the fuselage between FR 47 and FR 54.

For aircraft having already reached or exceeded the threshold on the effective date of this AD at original issue, a grace period defined in table 1 and 2 of here above SB is allowed without exceeding previous inspection requirements of AOT A300-53A0371 and AOT A300-53A0376 or AOT A300-53A6145 and AOT A300-53A6147 and SB A300-53-0353 or SB A300-53-6128 as applicable.

2. Depending on the inspection results:

- repair the LH/RH gables, if necessary, according to instructions given in SB A300-53-0379 or A300-53-6152 as applicable,
- or
- repeat the inspection at the intervals defined in Table 1 (for non repaired area) or Table 2 (for repaired area) of this SB.

For aircraft having already reached or exceeded the interval compliance time specified in this SB on the effective date of this AD at original issue, a grace period defined in table 1 and 2 of this SB is allowed without exceeding previous inspection requirements of AOT A300-53A0371 and AOT A300-53A0376 or AOT A300-53A6145 and AOT A300-53A6147 and SB A300-53-0353 or SB A300-53-6128 as applicable.

Note :Inspections requirements above are not required after application of :


- SB A300-53-0380 and SB A300-53-0360 for A300 aircraft,
- SB A300-53-6153 and SB A300-53-6132 for A300-600 aircraft.

4. REFERENCE PUBLICATIONS:

AIRBUS Service Bulletins:

- A300-53-0379
- A300-53-6152
- A300-53-0380
- A300-53-0360
- A300-53-6153
- A300-53-6132

Any later approved revision of these SBs is acceptable.

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5. **EFFECTIVE DATES:**

Original issue : June 18, 2005.
Revision 1 : October 08, 2005

6. **REMARK:**

For questions concerning the technical content of the requirements of this AD, contact:

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

7. **APPROVAL:**

This Revision of AD is approved under EASA reference No 2005-6256 dated September 20, 2005.

SUPERSEDED