	AIRWORTHINESS DIRECTIVE No F-2006-035		Distribution: B	Issue date: February 01, 2006	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: F-2004-133 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: 29		Subject: Interference between RAT (Ram Air Turbine) hub and hydraulic flexible hose			

1. EFFECTIVITY:

AIRBUS A300-600 aircraft, all certified models and all serial numbers, equipped with HAMILTON SUNDSTRAND ram air turbine (RAT).

2. REASONS:

Reminder of the reasons of Airworthiness Directives (AD) F-2004-133:

During a scheduled maintenance operation, an operator reported a hole in the RAT hub. The chafing of one of the hydraulic flexible hoses in the vicinity of the RAT hub is probably the cause of the alteration to the hub. Subsequent to investigations conducted by the manufacturer, similar interference was found on an aircraft in production phase.


This situation if not corrected could lead to ingress of water into the body of the RAT which could jam the regulation mechanism by ice effect or degrade this mechanism by metallic particles contained in the lubrication grease caused by the chafing between the hub and the hydraulic flexible hose.

In the worst case, the loss of the RAT and of its function related to the jamming of the regulation mechanism associated with a loss of two engines is considered as catastrophic.

Therefore this new AD is issued following the report of the same defect on an aircraft not belonging to the a/c batch mentioned in the AD F-2004-133.

The effectivity of this new AD is extended to the whole A300-600 series aircraft equipped with HAMILTON SUNDSTRAND RAT.

The AD F-2004-133 is cancelled and replaced by this new AD.

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3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The inspection below is rendered mandatory from the effective date of this AD, unless already accomplished.

At latest within 2,500 flight hours from August 14, 2004 [Effective date of AD F-2004-133] for aircraft serial numbers (MSN) 0812, 0813, 0815 through 0818, 0821 through 0828, 0836 through 0838 inclusive, except if already accomplished in accordance with AD F-2004-133,

At latest within 2,500 flight hours from the effective date of this AD for other MSN

and in accordance with the instructions defined in AIRBUS Service Bulletin (SB) A300-29-6054 Revision 2:

- 3.1.** Perform a visual inspection of the RAT hub and of the hydraulic flexible hose to detect any signs of chafing between the two parts.
- 3.2.** If necessary, replace the RAT and/or the hydraulic flexible hose taking into account the criteria given in SB A300-29-6054 Revision 2.
- 3.3.** Correct the spacing between the hub of the RAT and the hydraulic flexible hose.
- 3.4.** Correct the assembly of the hydraulic flexible hoses located within the vicinity of the RAT.
- 3.5.** Report the results of the inspection to the manufacturer whatever they may be.

4. REFERENCE PUBLICATION:

AIRBUS Service Bulletin A300-29-6054 original issue or Revision 1 or Revision 2
Any later approved revision of this SB is acceptable.

5. EFFECTIVE DATE:

February 11, 2006.

6. REMARK:

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

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

7. APPROVAL:

This AD is approved under EASA reference No 2006-0027 dated January 24, 2006.