


EASA	AIRWORTHINESS DIRECTIVE
	<p style="text-align: center;">AD No.: 2006 - 0177</p> <p style="text-align: center;">Date: 26 June 2006</p>
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.	
Type Approval Holder's Name: AIRBUS SAS	Type/Model designations: A300, A300-600 aircraft
TCDS Number: France No 145	
Foreign AD: None	
Supersedure: DGAC AD F-2005-091 R1 (EASA approval No 2005-6256)	
ATA 57	Fuselage – Inspection of the lower gantry flanges between FR47 and FR54
Manufacturer:	AIRBUS (formerly AIRBUS INDUSTRIE).
Applicability:	AIRBUS A300 aircraft, all certified models, all serial numbers. AIRBUS A300-600 aircraft, all certified models, all serial numbers.
Reason:	<p>This AD is issued in order to maintain the structural integrity of the lower gantry flanges between FR47 and FR54 of the fuselage.</p> <p>This AD, superseding DGAC AD F-2005-091:</p> <ul style="list-style-type: none"> - takes over the requirements of DGAC AD F-2005-091; - redefines the APPLICABILITY PARAGRAPH of DGAC AD F-2005-091 REVISION 1; - provides a new paragraph "Optional terminating action".
Effective Date:	10 July 2006
Compliance:	<p>Unless already accomplished according to the requirements of DGAC AD F-2005-091, the following measures are rendered mandatory from effective date of this AD:</p> <ol style="list-style-type: none"> 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 gantries 1 to 5, LH and RH sides of the fuselage between FR 47 and FR 54.

	<p>For aircraft having already reached or exceeded the threshold, 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.</p> <p>2. Depending on the inspection results:</p> <ul style="list-style-type: none"> - repair the LH/RH gantries, if necessary, according to instructions given in SB A300-53-0379 or A300-53-6152 as applicable, <p>or</p> <ul style="list-style-type: none"> - repeat the inspection at the intervals defined in Table 1 (for non repaired area) or Table 2 (for repaired area) of this SB. <p>For aircraft having already reached or exceeded the interval compliance time specified in this SB, a grace period defined in table 1 and 2 of this SB is allowed without exceeding previous inspection requirements of AOT A300-53A0371 and AOTA300-53A0376 or AOT A300-53A6145 and AOT A300-53A6147 and SB A300-53-0353 or SB A300-53-6128 as applicable.</p> <p>Optional Terminating actions:</p> <p>For A300 aircraft:</p> <p>Embodiment of SB A300-53-0380 (mod n°13037) and SB A300-53-0360 (mod n°12413) in service is acceptable for compliance with mandatory requirements of this AD ;</p> <p>For A300-600 aircraft:</p> <ul style="list-style-type: none"> - Embodiment of SB A300-53-6153 (mod. 13037) and SB A300-53-6132 (mod.12413) in service, <p>or</p> <ul style="list-style-type: none"> - Embodiment of SB A300-53-6153 (mod. 13037) in service and incorporation of mod. 12169 in production, <p>or</p> <ul style="list-style-type: none"> - Embodiment of SB A300-53-6153 (mod. 13037) in service and incorporation of both mod. 12169 and mod. 12924 in production, <p>provide acceptable means of compliance with the requirements of paragraph compliance 1 and 2 of this AD.</p>
<p>Ref. Publications:</p>	<p>AIRBUS Service Bulletins:</p> <ul style="list-style-type: none"> A300-53-0379 original issue or revision 1 A300-53-6152 original issue or revision 1 A300-53-0380 original issue A300-53-0360 original issue A300-53-6153 original issue A300-53-6132 original issue <p>or later approved revisions.</p>

Remarks :	<ol style="list-style-type: none">1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.2. This AD was posted as PAD 06-116 for consultation on 09 May 2006 with a comment period until 31 May 2006. No comment was raised during consultation period.3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS – EAW (Airworthiness Office, Ph.: + 33 5 61 93 36 96; Fax: + 33 5 61 93 44 51).
-----------	--