


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<b>AD No.: 2006-0369</b>  <b>Date: 12 December 2006</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>Type Approval Holder's Name:</b>  AIRBUS SAS		<b>Type/Model designation:</b>  A300 series aircraft
TCDS Number: France No. 145		
Foreign AD: Not applicable.		
Supersedure: Not applicable.		
<b>ATA 53</b>	<b>Fuselage Structure – Bonded Doublers – Inspection [Chromic Acid Anodising Lead Fleet Program]</b>	
<b>Manufacturer(s):</b>	AIRBUS	
<b>Applicability:</b>	AIRBUS A300 series aircraft, manufacturing serial numbers (MSN) 0105 through 0107, 0116, 0117, 0121, 0123 through 0126, 0128, 0129, 0133 through 0141, 0146 through 0152, 0154 through 0157, 0160, 0163, 0170, 0173, 0175 through 0177 and 0180 through 0183.	
<b>Reason:</b>	<p>The Chromic Acid Anodising (CAA) Lead Fleet Program was established in 1989 to observe corrosion/debonding behaviour of CAA-treated panels. CAA lead fleet includes the inspection of lap joints, circumferential joints, stringers and doublers on selected aircraft.</p> <p>The findings in combination with analytical corrosion investigations have been analysed by the TC holder and an appropriate inspection program for debonding has been developed.</p> <p>This airworthiness directive requires inspection of the concerned areas to detect any corrosion and/or debonding which could affect the structural integrity. If any discrepancies are found, repair is required.</p>	
<b>Effective Date:</b>	27 December 2006	

Compliance:	<p>The following actions are rendered mandatory at the effective date of this AD.</p> <p>Inspect and, if necessary, repair the following areas in accordance with the Accomplishment Instructions and within the timescale specified in paragraph 1.E.(2) of AIRBUS Service Bulletin (SB) A300-53-0378:</p> <ul style="list-style-type: none"> <li>- the bonded doubler in the longitudinal lap joint area between FR18 and FR80,</li> <li>- the bonded wing doublers between STGR22 LH/RH and STGR43 LH/RH for debonding (config. 01 of SB A300-53-0378 only),</li> <li>- the bonded doublers in the circumferential joint area between FR26 and FR80,</li> <li>- the bonded doublers in the manhole area between FR23 RH and FR24 RH and between FR38.1 RH and FR38.2 RH</li> </ul>
Ref. Publications:	AIRBUS Service Bulletin A300-53-0378 or later approved revisions.
Remarks :	<ol style="list-style-type: none"> <li>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.</li> <li>2. This AD was posted as PAD 06-244 for consultation on 03 November 2006 with a comment period until 03 December 2006. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - Certification Directorate, EASA; E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS – EAW Airworthiness Office, Telephone: +33 5 61 93 36 96, Fax: +33 5 61 93 44 51.</li> </ol>