

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2002-184(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS

A300 and A300-600 aircraft

Fuselage - FR 47 splicing joint between STRG 24 and STRG 26 RH/LH (ATA 53)

APPLICABILITY:

AIRBUS aircraft:

- A300 all certified models except for the A300B2-XXX series, all serial numbers,
- A300-600 all certified models, all serial numbers.

REASONS:

To prevent crack development in the fastener holes at frame 47 splicing joint for A300 aircraft on which AIRBUS modification (Mod) No. 05890 or AIRBUS INDUSTRIE Service Bulletin (SB) A300-53-0199 has not been embodied, a repetitive inspection program had been rendered mandatory by Airworthiness Directive (AD) 85-152-69(B).

Subsequent to the detection of cracks on modified aircraft (post Mod No. 5890 or post SB A300-53-0199), an inspection had been initiated on modified A300 aircraft and on A300-600 aircraft (of identical design in this zone). This inspection was rendered mandatory by AD 1999-515-298(B).

Subsequent to new investigations, an inspection program has been prepared by the Manufacturer AIRBUS and especially includes:

- an extension of the inspection zone,
- a redefinition of the inspection thresholds and intervals adapted to suit the aircraft configurations,
- a modification of the corrective measures if cracks are detected,
- an improvement in the inspection method of the SB's in comparison with that of the AOT's.

This inspection program is rendered mandatory by this AD which replaces AD's 85-152-69(B) and 1999-515-298(B) which are cancelled.

COMPLIANCE:

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

- 1) At threshold and in accordance with the instructions defined in SB A300-53-0350 Revision 1 or A300-53-6123 Revision 1 as applicable, conduct an Eddy Current inspection of the fastener holes at frame FR47 splicing joint between stringers STGR 24 and STGR 26, RH/LH sides, and apply the required corrective measures.

Aircraft which have exceeded the inspection threshold of SB A300-53-0350 R1 or A300-53-6123 R1 as applicable must be inspected within the deadlines defined in paragraph 1.E.(2) "Grace period" of SB A300-53-0350 R1 or A300-53-6123 R1.

- 2) Repeat the inspections in accordance with the instructions and the intervals defined in SB A300-53-0350 R1 or A300-53-6123 R1 as applicable and apply the required corrective measures.

REF.: AIRBUS INDUSTRIE Service Bulletins:
A300-53-0350 R1
A300-53-6123 R1
Any later approved revision of these SB's is acceptable.

This AD replaces AD's 85-152-69(B) and 1999-515-298(B) which are cancelled.

EFFECTIVE DATE : APRIL 13, 2002