

# 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. : 77-126(B)  
In case of any difficulty, reference should be made to the French original issue.**

**AIRBUS A300**  
**BOEING B747**  
**DOUGLAS DC 10**

To improve the capability of passenger and crew compartment floors to withstand, without collapse, the effects of flight depressurization caused by the sudden opening of a large hole in the lower deck cargo compartment, following measures shall be taken (see paragraphs A or B as appropriate) :

- A - Incorporate the modification specified in paragraph A1 ; taking into consideration the factors specified in paragraphs A2 and A3 :
1. Provide additional pressure balance capability between upper and lower deck compartments and/or an increase in floor strength, to prevent floor collapse caused by the decompression resulting from a sudden large in-flight opening in the lower part of the fuselage.
  2. The size of the opening to be considered must include the maximum size opening expectable in service, but it may not have an area of less than 1,858 m<sup>2</sup> (20 sq feet).
  3. Each normal ambient condition pressure differential expected in service must be considered for each compartment.
  4. In showing compliance with paragraphs A1, A2 and A3, damage to the floor is permitted if the degree of damage will not preclude continued flight and landing, or result in injury to occupants.
- B - For the all-cargo version of each concerned airplanes, compliance with paragraph A2 will be considered satisfactory by showing that continued flight and landing is assured in good conditions and that no injury to any occupant results without need to demonstrate floor resistance to collapse.

Requirements in this "consigne" shall be complied with the later :

- On December 31, 1979 for AIRBUS A300 aircraft
- On December 31, 1978 for BOEING B747 and DOUGLAS DC 10 (refer to A.D. 75-15-05 of F.A.A.).

**EFFECTIVE DATE : AUGUST 15, 1977**

b.N

August 3rd, 1977

**AIRBUS A300 - BOEING B747  
DOUGLAS DC 10**

**77-126(B)**