

# AIRWORTHINESS DIRECTIVE

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*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. : 80-68-22(B) R1  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS INDUSTRIE

### A 300 airplanes

Trimmable horizontal stabilizer

The present Airworthiness Directive applies to AIRBUS INDUSTRIE A 300 B1, A 300 B2-1A, B2-1C, B2K-3C, B2-202, B2-203, A 300 B4-2C, B4-103 and B4-203 airplanes which have not been modified in accordance with AIRBUS INDUSTRIE modification 1692 (AIRBUS INDUSTRIE Service Bulletin A 300-55-017).

To preclude possibility of damages as noted during fatigue tests (cracks on machined top skin panels of THS center box), AIRBUS INDUSTRIE have introduced Modification 1692 (Service Bulletin AIRBUS INDUSTRIE A 300-55-017).

To achieve equivalent preclusion on aircraft which are not modified to Mod. 1692, the following inspections are mandatory :

- 1- Before accumulation of 10 000 landings or 12 000 flight hours (whichever occurs first), visual inspection complemented by eddy-current inspection of top skin panels of THS LH and RH boxes as specified in Para. 2 of Service Bulletin AIRBUS INDUSTRIE A 300-55-022.
- 2- Repeat above inspection at subsequent intervals not exceeding 3 000 flight hours until 21 000 flight hours have been logged.  
Beyond 21 000 flight hours, perform this inspection at intervals not exceeding 1 500 flight hours.
- 3- Should these inspections reveal any crack, perform complementary inspections as applicable, repairs as necessary and subsequent repetitive inspections as specified in Para.2 of AIRBUS INDUSTRIE Service Bulletin A 300-55-022 depending on importance of cracks.

**NOTE :** The directive of § 1 and 2 of this Airworthiness Directive are cancelled by embodiment of AI Mod. 1692 (S.B. A 300-55-017). This modification cannot be embodied if a crack has appeared.

The requirements of this Airworthiness Directive are covered in FRG by LTA n° 80-83.

The present Revision 1 of Airworthiness Directive 80-68-22(B) replaces its original issue dated March 26, 1980.

**EFFECTIVE DATE : APRIL 16, 1986**

v.K

April 09, 1986

AIRBUS INDUSTRIE  
A300 airplanes

80-68-22(B) R1