

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. : 81-58-33(B)
In case of any difficulty, reference should be made to the French original issue.**

AIRBUS INDUSTRIE

A300 aircraft all models

Serial numbers 002 thru 119 included

Splices of the APU generator feeder cables

Damages were discovered on the APU generator feeder cable splices located at 809 Vs station (frame 78-79). Damages are likely to exist at stations 808 Vs (frame 54) and 160 Vs (frame 12). To prevent adverse effects, carry out the following inspections and replace as required:

1 - Inspect (unless accomplished already) the 9 splices at station 809 Vs as specified in § 2B(1)(a) of Airbus Industrie Bulletin A300-24-048 in compliance with the following requirements :

1.1 - Aircraft SN 002 thru SN 068 included

- within the next 200 flights from December 06th, 1980.

1.2 - Aircraft SN 069 thru SN 116 included

a) - without modification Airbus Industrie n° 2676

- within the next 100 flights from December 06th, 1980

b) - fitted with modification Airbus Industrie n° 2676

- within the next 20 flights from December 06th, 1980.

2 - Perform repetitive inspections as indicated at § 1.2 above for Aircraft SN 069 thru SN 116 at intervals not exceeding 200 flights till replacement of splices is performed.

3 - Inspect (unless accomplished already) the 9 splices located at stations 808 Vs and 160 Vs respectively in accordance with Airbus Industrie Service Bulletin A300-24-050 § 2B within the next 500 flights from effective date of this Consigne de Navigabilité.

4 - If any indication of splice overheat is found, replace all affected splices in accordance with the procedure specified in Service Bulletin A300-24-049, before the next flight

or

render the APU generator electrically inoperative, until the replacement of splices as performed.

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v.N

March 25, 1981

**AIRBUS INDUSTRIE
A300 aircraft all models**

81-58-33(B)

5 - If incorrect crimping of splices is found comply with the following directives:

5.1 - Aircraft SN 069 up to 116 – Station 809 Vs

. replace the splices or render the APU generator electrically inoperative in the same manner as required above § 4.

5.2 - Aircraft SN 002 up to 068 – Station 809 Vs

Aircraft SN 002 up to 119 – Station 808 Vs and 160 Vs

. replace the affected splices in accordance with procedure specified in Service Bulletin A300-24-049, before December 31th, 1981.

6 - Associated limitations

The electrical supply of primary galleys with APU generation is prohibited under the following conditions:

6.1 - On ground for aircraft SN 069 up to 116 fitted with AI modification n° 2676 until replacement of the 9 splices at station 809 Vs is performed.

6.2 - In flight (in the event of a failure of main electrical generation) for aircraft SN 069 up to 116 until replacement of the 9 splices at station 809 Vs is performed.

This Consigne de Navigabilité cancels and supersedes the Consigne de Navigabilité 81-01-31(B) dated January 14th, 1981.

The requirements of this Consigne de Navigabilité are covered in FRG by LTA 81-2/2.

EFFECTIVE DATE : APRIL 01st, 1981