

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. : 83-102-053(B) R2
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A300 Aircraft

Structural inspections and modifications following fatigue test results

This Airworthiness Directive applies to AIRBUS INDUSTRIE A300 aircraft, all certified models all Serial Numbers, except A300-600 models.

In order to prevent structural damages as observed during fatigue tests, compliance with the following is hereby rendered mandatory :

1/ **Fuselage** - Skin in upper area at frame 58

Applies to airplanes serial numbers 102 through 092 on which AIRBUS INDUSTRIE Service Bulletin A300-53-128 (modifications 1693 and 2526) has not been accomplished. However, airplanes modified in accordance with mod.are not affected.

Prior to accumulation of 18000 flights or 18000 flight hours, whichever occurs first, visually inspect skin of upper part of fuselage for cracks, at frame 58, between stringer 5 left (LH) and stringer 5 right (RH), as prescribed by para. 2 of AIRBUS INDUSTRIE Service Bulletin A300-53-127.

Repeat this inspection thereafter at intervals not to exceed 3000 flight hours.

In case of crack discovery, perform necessary corrective actions in accordance with Figure 2 of AIRBUS INDUSTRIE Service Bulletin A300-53-127.

2/ **Fuselage** - Skin, fuselage splice and stringers couplings at frame 72

Applies to airplanes serial numbers 002 through 052 on which AIRBUS INDUSTRIE Service Bulletin A300-53-170 (modification 3760) has not accomplished.

Inspect circumferential fuselage splice and stringer couplings at frame 72, from stringer 5 to stringer 12 (LH and RH, upper area of fuselage), using non destructive testing methods as prescribed by para. 2 of AIRBUS INDUSTRIE Service Bulletin A300-53-101 within the following time limits :

- If AIRBUS INDUSTRIE Service Bulletin A300-53-053 has not been accomplished, radiographic and ultrasonic inspection (depending on area concerned) has to be performed prior to accumulation for 18000 flights and repeated thereafter at intervals not to exceed 3000 flights.
- If AIRBUS INDUSTRIE Service Bulletin A300-53-053 has been accomplished, ultrasonic inspection has to be performed within the next 20000 flights after that accomplishment and repeated thereafter at intervals not to exceed 3000 flights.

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March 02, 1994

AIRBUS INDUSTRIE
A300 aircraft

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In case a crack is detected, perform necessary corrective actions as prescribed by Figure 1 and Figure 2 of AIRBUS INDUSTRIE Service Bulletin A300-53-101.

3/ **Fuselage - Stringers assemblies at frames 57A and 65**

Applies to airplanes serial numbers 002 through 116 on which AIRBUS INDUSTRIE Service Bulletin A300-53-132 (modification 2643) has not been accomplished.

Prior to accumulation of 20000 flight hours or 20000 flights, whichever occurs first, visually inspect for cracks frame 57A between stringers 15 and 16 (RH and LH), as prescribed by para. 2 of AIRBUS INDUSTRIE Service Bulletin A300-53-143.

Repeat these inspections thereafter at intervals not to exceed 3000 flight hours.

In case of crack discovery, perform necessary corrective actions as prescribed by para. 2 of AIRBUS INDUSTRIE Service Bulletin A300-53-143.

4/ **Fuselage - Mid passenger/crew door frame**

Applies to airplanes serial numbers 002 through 156 inclusive, which have not received the application of modification N° 2611 on production.

Prior to accumulation of 30000 flights, inspect for cracks by visual and, if necessary, liquid penetrant methods, the webplates and attach fittings between frames 30A and 32 :

- a) Between stringers 22 and 23 (left and right), on those aircraft which have not received the application of modification N° 1691 (AIRBUS INDUSTRIE Service Bulletin A300-53-063)
- b) At the level of stringer 18 (left and right) on all aircraft, as indicated in paragraph 2 of AIRBUS INDUSTRIE Service Bulletin A300-53-182 Rev. 3.

Repeat thereafter the inspection as defined in paragraph a) above, at intervals not exceeding 3000 flights, up to a maximum of 36000 flights.

Upon reaching this value and thereafter at intervals not exceeding 2000 flights, repeat the inspections as defined in paragraphs a) and b) above.

In case of any crack discovery, perform the corrective actions as indicated in paragraph 2 B of AIRBUS INDUSTRIE Service Bulletin A300-53-182 Rev. 3.

NOTE : No further inspection is necessary on those aircraft which have received the application of modification N° 1691 (SB A300-53-063), and on which the webplates and attach fittings at the level of stringer 18 (right and left) have been repaired following the instructions of AIRBUS INDUSTRIE Service Bulletin A300-53-182 Rev. 3.

5/ **Fuselage - Frame joint at frames 28 and 31 between stringers 29 and 31**

Applies to airplanes serial numbers 002 through 012 on which AIRBUS INDUSTRIE Service Bulletin A300-53-027 (modification 1358) has not been accomplished.

Prior to accumulation of 24000 flights, visually inspect for cracks skin from frame 28 to frame 31, between stringers 29 and 31 (LH and RH), as prescribed by para. 2 of AIRBUS INDUSTRIE Service Bulletin A300-53-112.

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Repeat this inspection thereafter at intervals not to exceed 6000 flights until accumulation of 36000 flights and, thereafter, at intervals not to exceed 3000 flights.

In case of crack discovery, perform necessary corrective actions before further flight, as prescribed by para. 2 of AIRBUS INDUSTRIE Service Bulletin A300-53-112.

6/ Fuselage - Longitudinal lap joint between frames 72 and 80 (stringers 51).

Applies to airplanes serial numbers 002, 005 through 007, 010 through 014 and 016 on which AIRBUS INDUSTRIE Service Bulletin A300-53-033 (modification 1421) has not been accomplished.

Prior to accumulation of 15000 flight hours or 12000 flights (whichever occurs first), visually inspect internally and externally for cracks longitudinal joint at stringer 51 (LH and RH) between frames 72 and 80, as prescribed by para. 2 of AIRBUS INDUSTRIE Service Bulletin A300-53-100.

Repeat thereafter the internal inspection at intervals not to exceed 1500 flight hours and the external inspection at intervals not exceed 12000 flight hours.

In case of crack discovery, perform necessary corrective actions before further flight as prescribed by para.2 of AIRBUS INDUSTRIE Service Bulletin A300-53-100.

7/ Fuselage - Longitudinal joint between frames 72 and 80 (stringers 1, 28 and 29).

Refer to C.N. n° 90-222-116(B)R1 paragraph 1.1.2.
AIRBUS INDUSTRIE A300 Aircraft - Ageing Structure Defect Prevention Program.

8/ Vertical stabilizer - Attachment fittings.

Applies to airplanes serial numbers 002 through 028 on which AIRBUS INDUSTRIE Service Bulletin A300-55-024 (modification 3172) has not been accomplished.

Prior to accumulation of 20000 flights or 20000 flight hours (whichever occurs first), visually inspect the 6 vertical stabilizer attachment fittings for cracks initiating from the holes of rivets attaching stabilizer skin, as prescribed by para. 2 of AIRBUS INDUSTRIE Service Bulletin A300-55-026.

Repeat this inspection thereafter at intervals not to exceed 1500 flights.

In case of crack discovery, perform necessary corrective actions as prescribed by figure 2 of AIRBUS INDUSTRIE Service Bulletin A300-55-026.

9/ Wings - Leading edge - Nose rib 8

Applies to airplanes serial numbers 002 through 007, 010 through 026 and 028 through 032 on which AIRBUS INDUSTRIE Service Bulletin A300-57-026 (modification 1307) has not been accomplished..

Prior to accumulation of 15000 flights, visually inspect for cracks the landing angle attached to the outboard side of leading edge at nose rib 8 (RH and LH), as prescribed by para. 2 of AIRBUS INDUSTRIE Service Bulletin A300-57-109.

Repeat this inspection thereafter at intervals not to exceed 3000 flights.

In case of crack discovery, comply with AIRBUS INDUSTRIE Service Bulletin A300-57-026 within the next 1000 flights.

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Ref. : A.D. 90-22-116(B) R1
AIRBUS INDUSTRIE Service Bulletins :
A300-53-127 original issue
A300-53-170 original issue
A300-53-101 original issue
A300-53-053 original issue
A300-53-132 original issue
A300-53-143 original issue
A300-53-063 original issue
A300-53-182 R3
A300-53-027 original issue
A300-53-112 original issue
A300-53-033 original issue
A300-53-100 original issue
A300-55-024 original issue
A300-55-026 original issue
A300-57-109 original issue
A300-57-026 original issue

NOTE : Quoted Service Bulletins may have been the subject of revision. Minimum issuance to be taken into account is the one of the above list.

The present Revision 2 replaces A.D. 83-102-053(B)R1 dated December 12, 1990.

EFFECTIVE DATES :

Original AD : JUNE 22, 1983
Revision 1 : JUNE 22, 1983
Revision 2 : MARCH 12, 1994