

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. : 84-117-62(B) R2
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A 300 AIRPLANES

Fuselage - Fasteners on frame 47

This Airworthiness Directive applies to the following AIRBUS INDUSTRIE aircraft models (all serial numbers) on which AIRBUS INDUSTRIE Service Bulletin A 300-53-198 (Modification 5760) has not been accomplished :

- A 300 B1,
- A 300 B2-1A, B2-1C, B2K-3C, B2-202, B2-203.

In order to prevent fatigue crack development in the fasteners' holes of frame 47, compliance with the following is hereby rendered mandatory, unless already accomplished :

1 - Prior to accumulation of 6000 flights or within the next 1000 flights following effective date of this Airworthiness Directive, whichever occurs later, inspect by eddy current (Rototest) fastener holes A and B of frame 47, LH and RH sides, as set forth in Service Bulletin AIRBUS INDUSTRIE N° A.300-53-194, or a later approved revision of that document.

A - If no cracks are evidenced in the fastener holes A and B, proceed with cold expansion and install "bull nose" light interference fasteners as prescribed under para. 2.C.(1).(a) and 2.C.(2).(a) of Service Bulletin AIRBUS INDUSTRIE N° A.300-53-194.

B - Perform cold expansion and install "bull nose" light interference fasteners in holes C and D, LH and RH sides, as prescribed under para. 2.C.(3) of Service Bulletin AIRBUS INDUSTRIE N° A.300-53-194.

2 - If a crack is detected in the bore of fastener hole A while performing inspections as prescribed under para. 1 hereabove, determine crack depth in compliance with para 2.B.(1).(d) of Service Bulletin AIRBUS INDUSTRIE N° A.300-53-194, or a later approved revision of that document.

A - If crack depth is less than 1 mm, perform repair as per para. 2.C.(1).(b) of Service Bulletin N° A.300-53-194 within the next 1000 flights following detection of the crack.

.../...

v.P

August 06, 1986

AIRBUS INDUSTRIE
A300 airplanes

84-117-62(B) R2

B- If crack depth is greater than or equal to 1 mm, perform a more precise manual eddy current check as prescribed under para. 2. D. of Service Bulletin N° A.300-53-194 in order to determine crack length (equal to the precise depth measurement).

B.1- If the crack depth is less than 6 mm, proceed with repair as per para. 2.C.(1).(b) of Service Bulletin n° A.300-53-194 within the following times :

- Within the next 1000 flights following crack detection if the crack depth is between 1 and 3 mm,
- Within the next 500 flights following crack detection if the crack depth is between 3 and 6 mm.

B.2- If the crack depth is greater than or equal to 6 mm, perform a visual inspection by means of a magnifying glass or a dye penetrant inspection as per para. 2.B.(1).(d1) of Service Bulletin n° A.300-53-194 and proceed with repair as prescribed under para. 2.C.(1).(b) of Service Bulletin n° A.300-53-194 within the following times :

- Within the next 50 flights in case the crack cannot be detected visually.
- Before next flight in case the crack can be detected visually.

3- If a crack with a depth less than or equal to 0.4 mm is detected in the bore of fastener hole B while performing inspections as prescribed under para 1 hereabove, proceed with repair as prescribed under para. 2.C.(2).(b) of Service Bulletin AIRBUS INDUSTRIE n° A.300-53-194 within the next 1000 flights following crack detection.

4 - If a crack with a depth greater than a 0.4 mm is detected in the bore of fastener hole B while performing inspections as prescribed under para. 1 hereabove, proceed with repair as prescribed under para. 2.B.(2).(e) of Service Bulletin A.300-53-194 before next flight.

Note : Accomplishment of AIRBUS INDUSTRIE Service Bulletin A.300-53-198 (MOD 5760) cancels the inspection requirements as specified in AIRBUS INDUSTRIE Service Bulletin A 300-53-194.

Ref. : AIRBUS INDUSTRIE SERVICE BULLETIN A.300-53-194
(or later approved revision)

The requirements of this Airworthiness Directive are covered in FRG by LTA n° 84-145.

The present Revision 2 of Airworthiness Directive 84-117-62(B) replaces Revision 1 dated April 9, 86.

EFFECTIVE DATE : APRIL 16, 1986