

# 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. : 89-157-099(B)  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS INDUSTRIE

### A300 airplanes

Upper skin and joining part of the tail horizontal surface.

The present Airworthiness Directive applies to A300 Airbus Industrie airplanes models A300-B1, A300-B2, A300-B2K, A300-B4 and A300-C4 up to and including MSN 62.

In order to prevent crack development in the THS center box upper skin outboard of rib 3 and in the rear spar web joining part, the following instructions are rendered mandatory, unless already applied :

**A/** Visually examine THS center box upper skin as per Airbus Industrie Service Bulletin A300-55-035, within the following thresholds :

- 1) Within 200 flights after effective date of this Airworthiness Directive, for aircraft having exceeded 16000 flights ;
- 2) Within 400 flights after effective date of this Airworthiness Directive, but before 16200 flights, for aircraft having completed between 11000 and 16000 flights ;
- 3) Within 1000 flights after effective date of this Airworthiness Directive, but before 11400 flights, for aircraft having completed between 9000 and 11000 flights.

**B/** Inspect thereafter in accordance with the compliance times specified in paragraph A above as per one of the two methods proposed in the Airbus Industrie Service Bulletin A300-55-035 :

- 1) Inspect as per the preferred method described in the Service Bulletin A300-55-035 :
  - a. If a crack has been discovered in the center box upper skin during the inspection described above, perform the following :
    - a.1. If the crack has reached the outer box skin, contact Airbus Industrie before the next flight.
    - a.2. If the crack has not reached the outer box skin but a crack has been found in the spar web joining part, carry out repair before the next flight, then comply with the instructions of Service Bulletin A300-55-035 as far as the inspection method is concerned.
    - a.3. If the crack has not reached the outer box skin and no crack has been found in the spar web joining part :

either :  
carry out repair as per Service Bulletin A300-55-035 then comply with the instructions of this Service Bulletin as far as the inspection method is concerned ;

e/C

.../...

October 18, 1989

AIRBUS INDUSTRIE  
A300 airplanes

89-157-099(B)

or :

until the repair is carried out, however not later than during next overhaul, perform the following as per Service Bulletin A300-55-035 :

- comply with the operational limitations of VMO/MMO and center of gravity position ;
- repeat inspection at intervals not exceeding 300 flights
- stop drill the crack and cold expand the hole.

**b.** If no crack has been discovered in the center box upper skin during the inspection described in paragraph **B.1** perform the following :

**b.1.** If no crack has been discovered in the spar web joining part, repeat inspection at intervals not exceeding 6000 flights ;

**b.2.** If a crack of more than 20 mm length has been discovered in the spar web joining part, contact Airbus Industrie before the next flight.

**b.3.** If a crack of less than 20 mm length has been discovered in the spar web joining part :

either :

carry out repair as per Service Bulletin A300-55-035 by following the instructions of this Service Bulletin as far as the inspection method is concerned ;

or :

until the repair is carried out, however not later than within 4000 flights, examine the visible part of the skin by eddy current.

**a)** Repeat inspection described above at intervals not exceeding 1700 flights as long as no crack has been discovered in the skin.

**b)** If a crack has been discovered in the skin during the above described inspection, carry out repair as per Service Bulletin A300-55-035 following the instructions of this Service Bulletin as far as the inspection method is concerned.

**2)** Inspect as per the alternative method described in the Service Bulletin A300-55-035.

**a.** If no crack has been discovered in the center box upper skin during the inspection described above, repeat inspection at intervals not exceeding 1700 flights.

**b.** If a crack has been discovered in the center box upper skin during the inspection described above, perform the following :

**b.1.** If the crack has reached the outer box skin, contact Airbus Industrie before the next flight.

**b.2.** If the crack has not reached the outer box skin but a crack has been found in the spar web joining part, carry out repair before next flight, then comply with the instructions of Service Bulletin A300-55-035 as far as the inspection method is concerned.

**b.3.** If the crack has not reached the side box top skin and no crack has been found in the spar web joining part, proceed as described in paragraph **B.1.a.3.**

---

Ref. : Service Bulletin Airbus Industrie A300-55-035

---

**The present AD is the subject in FRG of LTA n° 89-200**

---

**EFFECTIVE DATE : UPON RECEIPT**