

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. : 1989-109-097(B) R9
In case of any difficulty, reference should be made to the French original issue.

AIRBUS

A300 aircraft

Supplemental structural inspection programme (SSIP) (ATA 51, 52, 53, 54, 55, 56, 57)

1. APPLICABILITY:

This Airworthiness Directive (AD) applies to AIRBUS A300 aircraft, all certified models and all serial numbers, except for the A300 B1 model, and A300 B4-600, A300 C4-600 and A300 F4-600 series.

2. REASONS:

In order to maintain the structural integrity of these aircraft, the actions listed in the third paragraph of this AD are rendered mandatory.

Revision 9 of this AD takes account of Revision 4 of the AIRBUS A300 SSID (Supplemental Structural Inspection Document) of September 2001.

The main reasons for Revision 4 of the SSID are as follows:

- in-service feedback,
- replacement of the "Fleet Leader Program" by the 100% or sampling selection concept,
- introduction of new tasks,
- introduction of values related to the "Interim Extended Service Goal" for certain aircraft.

3. COMPLIANCE:

3.1. Chapter 6 of the AIRBUS A300 SSID, Revision 4, provides the list of the Service Bulletins (SBs) whose application is rendered mandatory within the framework of the execution of the supplemental structural inspection programme (SSIP). These SBs (any later approved revision of these SBs is acceptable) must be applied at the revision status mentioned in the list.

3.2. Chapter 9 of the AIRBUS A300 SSID - Revision 4 - defines the inspection instructions to be applied to the aircraft for each SSD (Structural Significant Detail) in view of the selection concept defined in paragraph 2 of each SSD.

All the SSDs of chapter 9 must be inspected in accordance with the 100% concept for MSNs 073, 093, 095, 096, 098, 110, 147, 157, 194, 196 and 218 with a view to their being operated beyond the DSG (Design Service Goal) defined in section 3 of the SSID.

On the effective date of Revision 9 of this AD, the aircraft which have exceeded the application deadlines defined in paragraph 6 of chapter 9 of each SSD will have to be inspected within a grace period specified in paragraph 5.2 of chapter 5 and recalled in paragraph 7 of each SSD.

- 3.3.** The inspections of chapter 7 (SSI (Structural Significant Item) list) of the A 300 SSID Revision 4 must be performed on all aircraft listed in the "Series Affected" column of the chapter 7 tables, at intervals not exceeding the values given in this chapter for each SSI.
- 3.4.** Report all inspection results to AIRBUS according to the instructions specified in these SB and in chapter 5 of the A300 SSID Revision 4.
- 3.5.** The threshold values, intervals and DSGs given for the application of the SB of chapter 6, for the SSIs of chapter 7 and for the SSDs of chapter 9 must be adjusted according to the methods described in paragraph 4 of chapter 4 of the A300 SSID Revision 4.
- 3.6.** The threshold values, intervals and DSGs for aircraft which were converted to another series designation must be adjusted according to the method described in paragraph 7 of chapter 4 of the A300 SSID Revision 4.

REF.: AIRBUS A300 Supplemental Structural Inspection Document (SSID) Revision 4 of September 2001.

This Revision 9 replaces AD 1989-109-097(B) R8 dated April 18, 2001.

EFFECTIVE DATES :

Original AD	: Upon receipt, from JULY 19, 1989
Revision 1	: MARCH 17, 1990
Revision 2	: Upon receipt, from AUGUST 22, 1990
Revision 3	: SEPTEMBER 01, 1990
Revision 4	: MARCH 30, 1991
Revision 5	: Upon receipt, from APRIL 17, 1991
Revision 6	: JULY 17, 1993
Revision 7	: JUNE 17, 1995
Revision 8	: APRIL 28, 2001
Revision 9	: Upon receipt, from JUNE 26, 2002