

AIRWORTHINESS DIRECTIVE

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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. : 1990-196-117(B) R1
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A300 aircraft

Corrosion prevention and control program (ATA 10)

APPLICABILITY:

AIRBUS INDUSTRIE A300 all certified models except for A300-600 series, all serial numbers.

REASONS:

In June 1988, the FAA (Federal Aviation Administration) has sponsored a conference on Aging Aircraft by which the decision was taken to pay particular attention to those.

The ATA (Air Transport Association) and the AIA (Aerospace Industries Association) committed themselves to identify and to set up procedures to ensure continued structural integrity of old aircraft.

The working group appointed to review the AIRBUS INDUSTRIE A300 airplanes has then set up a program intended to control corrosion problems which could jeopardize the airworthiness of the A300 fleet. This program is contained in the AIRBUS INDUSTRIE document "Corrosion Prevention and Control Program (CPCP)".

Revision 1 of this AD specify the applicability paragraph for better understanding.

ACTIONS:

The following measures are rendered mandatory on the effective date of this AD at original issue:

- 1) Within 12 months from the effective date of this Airworthiness Directive, all AIRBUS INDUSTRIE A300 maintenance programs must include a corrosion prevention and control program approved by the operators' Airworthiness Authorities which allows to control corrosion in all zones of each aircraft to LEVEL 1 or better (see chapter 2 of AIRBUS INDUSTRIE CPCP).
- 2) The baseline program AIRBUS INDUSTRIE A300 CPCP is an acceptable means to comply with paragraph 1) above.
- 3) Other corrosion prevention and control programs (new or already existent ones) can be proposed by operators to their Airworthiness Authorities as an equivalent means of compliance with paragraph 1) above provided that its effectivity has been justified in keeping the guidelines included in appendix C of the AIRBUS INDUSTRIE A300 CPCP.

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- 4) Should corrosion of LEVEL 3 be detected in a zone and by an inspection according to paragraph 1) above, accomplish the following within 7 days after such determination:
 - report the inspection result to AIRBUS INDUSTRIE and to the operator's Airworthiness Authority.
 - submit to the operator's Airworthiness Authority an action plan indicating the corrective actions the operator intends to apply on his A300 fleet.
- 5) Within 3 months, inspection results revealing corrosion of LEVEL 2 must be reported to AIRBUS INDUSTRIE.
- 6) Should repetitive inspections reveal corrosion exceeding LEVEL 1, accomplish the following within 3 months after such determination:
 - revise the Corrosion Prevention and Control Program (CPCP) as per paragraph 1) above for this zone.
 - set up measures to reduce this corrosion to LEVEL 1 or better.
 - submit these corrective actions to the operator's Airworthiness Authority.

REF.: AIRBUS INDUSTRIE Corrosion Prevention and Control Program A300 CPCP

This Revision 1 replaces AD 90-196-117(B) dated November 14, 1990.

EFFECTIVE DATES :

Original AD : NOVEMBER 24, 1990

Revision 1 : OCTOBER 27, 2001