

# 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. : 1992-049-130(B) R4  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS INDUSTRIE

### A300 and A300-600 Aircraft

Engine pylon lower spar (ATA 54)

#### APPLICABILITY :

This Airworthiness Directive applies to AIRBUS INDUSTRIE A300 and A300-600 aircraft, models mentioned in paragraph ACTIONS 1) of this Airworthiness Directive on which AIRBUS INDUSTRIE production modification 10149 has not been embodied.

#### REASON :

In order to prevent crack initiation in the lower pylon spar between ribs 9 and 10, the following measures are rendered mandatory.

This Revision 4 is issued in order to remove A310 aircraft which are addressed by AD 1999-237-285(B).

#### ACTIONS :

1) At the effective date of the original issue of this Airworthiness Directive, before accumulation of :

- a) 9,000 flights for A300 aircraft models B4-2C, B2K-3C, B4-102, B2-202, B4-103, B4-203, C4-203, B2-203 and F4-203,
- b) 6,000 flights for A300 models B2-320, B4-120 and B4-220,
- c) (cancelled),
- d) 4,000 flights for A300-600 models B4-620, C4-620, B4-622R, B4-622 and F4-605,

inspect the lower pylon spar between ribs 9 and 10, on the left hand and right hand sides in accordance with AIRBUS INDUSTRIE Service Bulletins A300-54-071 R1 or A300-54-6011 R1.

2) If a crack is found, depending on its length, refer to AIRBUS INDUSTRIE Service Bulletins A300-54-071 R1 or A300-54-6011 R1 to determine the new inspection intervals and/or the corrective actions to be taken.

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- 3) If no crack is found, repeat this inspection in accordance with AIRBUS INDUSTRIE Service Bulletins A300-54-071 R1 or A300-54-6011 R1 within 2500 flights after the last inspection, or proceed with a reinforcement of the engine pylon lower spar in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin A300-54-079 or A300-54-6019.

**NOTE 1 :**

For aircraft exceeding, on the effective date of this Airworthiness Directive, the thresholds stipulated in paragraph 1 of this Airworthiness Directive, perform this inspection within 500 flights after the effective date of this Airworthiness Directive.

**NOTE 2 :**

No further inspection is necessary on A300 aircraft which have been modified in accordance with AIRBUS INDUSTRIE Service Bulletins A300-54-079 (AIRBUS INDUSTRIE modification n° 10328).

**NOTE 3 :**

On A300-600 aircraft which have been modified in accordance with AIRBUS INDUSTRIE Service Bulletin A300-54-6019, perform an inspection following the instructions of AIRBUS INDUSTRIE Service Bulletin A300-54-6011 R1 within 29200 flights, and repeat this inspection every 27000 flights if no crack is detected.

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REF : AIRBUS INDUSTRIE Service Bulletins :  
A300-54-071 R1, A300-54-6011 R1  
A300-54-079, A300-54-6019  
(or any later approved revision)

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The present Revision 4 replaces AD 92-049-130(B) R3 dated May 10, 1995.

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**EFFECTIVE DATES :**

Original AD : FEBRUARY 29, 1992  
Revision 1 : DECEMBER 05, 1992  
Revision 2 : MARCH 12, 1994  
Revision 3 : MAY 20, 1995  
Revision 4 : JUNE 12, 1999