GSAC

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.: 1993-228-154(B) R3
In case of any difficulty, reference should be made to the French original issue

AIRBUS INDUSTRIE

A300 and A300-600 Aircraft

Lower spars of engine pylons TA 54)

APPLICABILITY:

This Airworthiness Directive applies to AIR US KINDUSTRIE A300 and A300-600 Aircraft, all certified models and all serial numbers on which AIR PUS INDUSTRIE production modification n° 10149 has not been embodied.

REASON:

In order to prevent initiation of cracts on the lower spars of the engine pylons, which would affect the structural integrity and lear to extensive repairs, the following measures are rendered mandatory from the effective date of this reworthiness Directive.

This revision 3 is issued in order to remove A310 aircraft which are addressed by AD 1999-239-287(B).

AC ION

- 1. Perform inspection of the lower spars of the engine pylons between ribs 6 and 7 as per the threshold and instructions given by AIRBUS INDUSTRIE Service Bulletins A300-54-073 R1 and A300-54-6014 R1.
- 2. Depending on the results of the previous inspection and the actions taken, repeat the inspection in compliance with the intervals given in AIRBUS INDUSTRIE Service Bulletins A300-54-073 R1 and A300-54-6014 R1.

NOTE: In all cases, the results of the inspections must be reported to the Aircraft manufacturer as soon as possible.

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