

# 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. : 2001-355(B)  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS INDUSTRIE

### A300, A300-600 and A300-600ST BELUGA aircraft

Fuselage - Frame 47 upper radius (ATA 53)

#### APPLICABILITY:

AIRBUS INDUSTRIE A300 and A300-600 aircraft, all certified models and all serial numbers.

A300-600ST BELUGA aircraft serial numbers 655, 751, 765, 776, 796.

#### REASONS:

Following cracks found on A300 aircraft in service, which had then accumulated approx. 18,000 flights, AD 93-162-148(B) was issued for A300-600 aircraft on September 15, 1993, in order to render a program of repetitive inspections of fuselage frame 47 upper radius mandatory (AD 2000-037-031(B) for A300-600ST BELUGA aircraft).

AD 89-109-097(B) relating to the "Supplemental Structural Inspection Program" (SSIP) rendered the inspection of this area for A300 aircraft subject to the "Structural Significant Detail" (SSD class A 53-65-16) mandatory.

This AD common to the A300, A300-600 and A300-600ST BELUGA aircraft, takes into account new analysis and inspection results carried out on this subject. In particular, this AD introduces the following:

- a redefinition of the threshold values and intervals,
- an improvement of the inspection methods, and
- the mandatory report of all inspection results to AIRBUS INDUSTRIE.

#### ACTIONS:

##### 1. A300 aircraft

- 1.1. At the threshold, and according to the instructions defined in AIRBUS INDUSTRIE Service Bulletin (SB) A300-53-0246 Revision 3, perform an inspection on frame 47 upper radius, LH and RH sides.

Depending on the results of this inspection, perform the corrective measures required, as defined in this SB.

Aircraft which have exceeded the inspection threshold indicated in SB A300-53-0246 R3 must be inspected within the grace periods defined in paragraph 1.E.(2) - Grace period in SB A300-53-0246 R3.

- 1.2. Depending on the results of the previous inspection, repeat the inspection according to the instructions and at the intervals defined in SB A300-53-0246 Revision 3.

Depending on the results of this inspection, perform the corrective measures required, as defined in this SB.

All inspection results will have to be reported to AIRBUS INDUSTRIE.

## 2. A300-600 and A300-600 ST BELUGA aircraft

- 2.1. At the threshold and according to the instructions defined in SB A300-53-6029 Revision 5, perform an inspection on FR 47 upper radius, LH and RH sides.

Depending on the results of this inspection, perform the corrective measures required, as defined in this SB.

Aircraft which have exceeded the inspection threshold defined in SB A300-53-6029 R5 must be inspected within the grace periods defined in paragraph 1.E.(2) - Grace period in SB A300-53-6029 R5.

- 2.2. Depending on the results of the previous inspection, repeat the inspection according to the instructions and at the intervals defined in SB A300-53-6029 Revision 5.

Depending on the results of this inspection, perform corrective measures required, as defined in this SB.

All inspection results will have to be reported to AIRBUS INDUSTRIE.

REF.: AIRBUS INDUSTRIE Service Bulletins:

A300-53-0246 Revision 3

A300-53-6029 Revision 5

Any later approved revision of these SBs is acceptable.

This AD replaces AD's 93-162-148(B) and 2000-037-031(B) which are cancelled by their Revision 1.

**EFFECTIVE DATE : AUGUST 18, 2001**