

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. : 2003-116(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS

A300 aircraft

Fuselage repair assessment programme (ATA 52, 53)

1. APPLICABILITY:

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

2. REASONS:

Following the June 1988 conference on ageing aircraft sponsored by the FAA (Federal Aviation Administration), the A300 Ageing Aircraft Task Group had set among its objectives the development of a repair assessment programme.

The AIRBUS A300 Repair Assessment Guidelines (RAG) defines a programme for identification, categorisation and implementation of possible corrective actions for aircraft repairs in order to meet the structural fatigue and damage tolerance requirements according to FAR 25 amendment 45.

This programme covers the repairs performed on the pressurized fuselage shell from FR1 to FR80 (including the door outer skins, the pressurized panels located in the landing gear bays and the centre section, and the frame pressure bulkhead skins).

3. COMPLIANCE:

3.1. A300B2-xxx and A300B2K-xx models

Prior to the accumulation of 36,000 flights since the first flight, or one year after the effective date of this Airworthiness Directive (AD), whichever occurs later, incorporate the AIRBUS A300 Repair Assessment Guidelines in the aircraft maintenance programme and apply their instructions.

3.2. A300B4-1xx and A300B4-2C models

3.2.1. Above window line:

Prior to the accumulation of 30,000 flights since the first flight, or one year after the effective date of this AD, whichever occurs later, incorporate the AIRBUS A300 RAG in the aircraft maintenance programme and apply their instructions.

3.2.2. Below window line:

Prior to the accumulation of 36,000 flights since the first flight, or one year after the effective date of this AD, whichever occurs later, incorporate the AIRBUS A300 RAG in the aircraft maintenance programme and apply their instructions.

3.3. A300B4-2xx, A300C4-2xx and A300F4-2xx models**3.3.1. Above window line:**

Prior to the accumulation of 25,000 flights since the first flight, or one year after the effective date of this AD, whichever occurs later, incorporate the AIRBUS A300 RAG in the aircraft maintenance programme and apply their instructions.

3.3.2. Below window line:

Prior to the accumulation of 34,000 flights since the first flight, or one year after the effective date of this AD, whichever occurs later, incorporate the AIRBUS A300 RAG in the aircraft maintenance programme and apply their instructions.

Note: Some zones covered by the AIRBUS A300 RAG are already covered by AIRBUS Service Bulletin (SB) A300-53-0313 Revision 1 which is mandated by AD 2000-261-312(B) before accumulation of 10,000 flights. This AD 2000-261-312(B) requires identification of existing repairs in certain zones and mandates the corresponding inspection and maintenance programme.

Once this maintenance and inspection programme is in place, it can be considered as an acceptable means of compliance to the implementation of the AIRBUS A300 RAG for the zones covered by SB A300-53-0313 Revision 1.

REF.: AIRBUS A300 Repair Assessment Guidelines Revision 1
approved by the DGAC on February 15, 2001.
(Any later approved revision of this document is acceptable)
AIRBUS Service Bulletin A300-53-0313 Revision 1
Airworthiness Directive 2000-261-312(B).

EFFECTIVE DATE : MARCH 29, 2003