

# 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. : 2003-318(B)  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS

### A300 and A300-600 aircraft

Main landing gear attachment fittings rib 5 -  
Recurrent inspection and modification (ATA 57)

#### 1. APPLICABILITY:

AIRBUS A300 and A300-600 aircraft, all certified models and all serial numbers, except for the aircraft on which the following have been embodied:

- AIRBUS modification No. 11912
- or
- AIRBUS Service Bulletin (SB) A300-57-0235 or A300-57-6088 in service (modification No. 11932), at its original issue or any subsequent approved revision.

#### 2. REASONS:

2.1. A programme of inspections on the main landing gear attachment fitting (lower flange and web), in a zone delineated by the junction of the wing rear spar and the attachment point of the gear retraction jack, has revealed instances of cracks on the lower flange propagating through the web from the inside to the outside of the fitting.

If this situation is not corrected, the structural integrity of the aircraft could be affected.

2.2. As stated in the note to the "REASONS" paragraph of Airworthiness Directive (AD) 2002-620(B), which deals with the same topic, this new AD makes mandatory the embodiment of SB A300-57-0235 and A300-57-6088, at the latest by the threshold date defined in the following paragraph. The recurrent inspection nevertheless remains applicable until this final action has been completed; the present AD therefore replaces AD 2002-620(B) dated December 11, 2002.

#### 3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

##### 3.1. Inspection:

##### A. A300 B2 aircraft:

- 1) - For aircraft which have accumulated 18 000 or more flights at the effective date (ED) of AD 2002-620(B) at original issue (December 21, 2002), within 1500 flights following April 18, 1998 (ED of AD 98-151-247(B) at original issue) or within 700 flights following December 21, 2002 (ED of AD 2002-620(B) at original issue), whichever occurs first,

or

- for aircraft which have accumulated less than 17,300 flights at the ED of AD 2002-620(B) at original issue (December 21, 2002), before reaching 18 000 flights,

or

- for aircraft which have accumulated 17,300 or more flights and less than 18,000 flights at the effective date (ED) of AD 2002-620(B) at original issue (December 21, 2002), within 700 flights following December 21, 2002 (ED of AD 2002-620(B) at original issue)

conduct a detailed visual inspection (DVI) and a high-frequency eddy-current (HFEC) inspection, in compliance with the instruction in SB A300-57A0234 Revision 5.

Aircraft that have been inspected in pursuance of AD 98-151-247(B) shall be re-inspected within 700 flights following December 21, 2002 (ED of AD 2002-620(B) at original issue) or within 1,500 flights following the latest inspection, whichever occurs first.

- 2) Repeat the same inspection (DVI + HFEC) every 700 flights, in accordance with the instructions in SB A300-57A0234 Revision 5 or modify the main landing gear attachment fittings in accordance with the instructions in SB A300-57-0235 (original issue or any later approved revision).

No further action is required in pursuance of this AD after the embodiment of SB A300-57-0235.

**B. A300 B4 aircraft:**

- 1) - For aircraft which have accumulated 18 000 or more flights at the effective date (ED) of AD 2002-620(B) at original issue (December 21, 2002), within 1,500 flights following April 18, 1998 (ED of AD 98-151-247(B) at original issue) or within 700 flights following December 21, 2002 (ED of AD 2002-620(B) at original issue), whichever occurs first,

or

- for aircraft which have accumulated less than 13 800 flights at the ED of AD 2002-620(B) at original issue (December 21, 2002), before reaching 14,500 flights,

or

- for aircraft which have accumulated 13,800 or more flights and less than 18 000 flights at the ED of AD 2002-620(B) at original issue (December 21, 2002), within 700 flights following December 21, 2002 (ED of AD 2002-620(B) at original issue),

conduct a detailed visual inspection (DVI) and a High-Frequency Eddy-Current (HFEC) inspection, in compliance with the instructions in SB A300-57A0234 Revision 5.

Aircraft that have been inspected in pursuance of AD 98-151-247(B) shall be re-inspected within 700 flights following December 21, 2002 (ED of AD 2002-620(B) at original issue) or within 1,500 flights following the latest inspection, whichever occurs first.

- 2) Repeat the same inspection (DVI + HFEC) every 700 flights, in accordance with the instructions in SB A300-57A0234 Revision 5 or modify the main landing gear attachment fittings in accordance with the instructions in SB A300-57-0235 (at original issue or any later approved revision).

No further action is required in pursuance of the present AD after the embodiment of SB A300-57-0235.

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**C. A300-600 aircraft:**

- 1) - For aircraft which have accumulated 18 000 or more flights at the ED of AD 2002-620(B) at original issue (December 21, 2002), within 1500 flights following April 18, 1998 (ED of AD 98-151-247(B) at original issue) or within 700 flights following December 21, 2002 (ED of AD 2002-620(B) at original issue), whichever occurs first,
- or
- for aircraft which have accumulated less than 10,900 flights at the ED of AD 2002-620(B) at original issue (December 21, 2002), before reaching 11,600 flights,
- or
- for aircraft which have accumulated 10,900 or more flights and less than 18,000 flights at the ED of AD 2002-620(B) at original issue (December 21, 2002), within 700 flights following December 21, 2002 (ED of AD 2002-620(B) at original issue),

conduct a detailed visual inspection (DVI) and a High-Frequency Eddy-Current (HFEC) inspection, in compliance with the instruction in SB A300-57A6087 Revision 4.

Aircraft that have been inspected in pursuance of AD 98-151-247(B) shall be re-inspected within 700 flights following December 21, 2002 (ED of AD 2002-620(B) at original issue) or within 1,500 flights following the latest inspection, whichever occurs first.

- 2) Repeat the same inspection (DVI + HFEC) every 700 flights, in accordance with the instructions in SB A300-57A6087 Revision 4 or modify the main landing gear attachment fittings in accordance with the instructions in SB A300-57-6088 (at original issue or any later approved revision).

No further action is required in pursuance of the present AD after the embodiment of SB A300-57-6088.

**3.2. Information:**

Inform AIRBUS of the results of the inspection, whatever they are.

**3.3. Modification:**

At the latest by December 31, 2004, modify rib 5 of the LH and RH wings in accordance with the instructions in SB A300-57-0235 Revision 4 or A300-57-6088 Revision 3. It is essential to inform AIRBUS if repairs have been carried out beforehand, or if cracks are found during the embodiment of the above SB's.

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REF.: AIRBUS Service Bulletin A300-57A0234 R5  
AIRBUS Service Bulletin A300-57A6087 R4  
AIRBUS Service Bulletin A300-57-0235 R4  
AIRBUS Service Bulletin A300-57-6088 R3  
(Any later approved revision of these SB's is acceptable).

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This AD replaces AD 2002-620(B) which is cancelled.

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**EFFECTIVE DATE : AUGUST 30, 2003**