

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. : 2003-120(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS

A300 and A300-600 aircraft

Fuselage - Frame 47 upper radius (ATA 53)

1. APPLICABILITY:

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

2. REASONS:

Following feedback acquired during the accomplishment of Airworthiness Directives (AD) 2001-355(B) and 2001-639(B), the inspection thresholds and intervals, especially in the case of cracks detected in the frame 47 upper radius, have been reduced. The inspection methodology has also been modified.

This AD renders this new inspection program mandatory and replaces AD' s 2001-355(B) and 2001-639(B).

3. COMPLIANCE:

3.1. A300 aircraft

- 3.1.1 At the thresholds defined for each type of aircraft and in accordance with the instructions defined in AIRBUS Service Bulletin (SB) A300-53-0246 R4, perform the inspection of the frame 47 upper radius, LH and RH sides.

Aircraft already inspected and which have exceeded the inspection intervals of SB A300-53-0246 R4 must be inspected within the deadlines defined in paragraph 1.E.(2) of SB A300-53-0246 R4.

- 3.1.2. Depending on the results of the previous inspection, repeat the inspection in accordance with the instructions and at the intervals defined in SB A300-53-0246 R4.

Whatever the results of the inspection, must be reported to AIRBUS.

The results of inspections on stored aircraft which were not reported to AIRBUS during the accomplishment of AD' s 2001-355(B) and 2001-639(B) must mandatorily be reported to AIRBUS before destoring these aircraft. These inspections must have been performed in accordance with the requirements of SB A300-53-0246 R4. If not, the inspections must be reperformed in accordance with the requirements of SB A300-53-0246 R4.

3.2. A300-600 aircraft

3.2.1. - Prior to the accumulation of 10,000 flights or 26,000 flight hours since the first flight of the aircraft (whichever occurs first)

or,

- within 1,500 flights following the effective date of this AD,

whichever occurs last, perform the inspection of the frame 47 upper radius, LH and RH sides, in accordance with the instructions defined in SB A300-53-6029 R6.

Aircraft already inspected and which have exceeded the inspection intervals of SB A300-53-6029 R6 must be inspected within the deadlines defined in paragraph 1.E.(2) of SB A300-53-6029 R6.

3.2.2. Depending on the results of the previous inspection, repeat the inspection in accordance with the instructions and at the intervals defined in SB A300-53-6029 R6.

Whatever the results of the inspection, they must be reported to AIRBUS.

The results of inspections on stored aircraft which were not reported to AIRBUS during the accomplishment of AD' s 2001-355(B) and 2001-639(B) must mandatorily be reported to AIRBUS before destoring these aircraft. These inspections must have been performed in accordance with the requirements of SB A300-53-6029 R6. If not, the inspections must be reperformed in accordance with the requirements of SB A300-53-6029 R6.

REF.: AIRBUS Service Bulletins:
A300-53-0246 Revision 4
A300-53-6029 Revision 6
Any later approved revision of these SB' s is acceptable.

This AD replaces AD 2001-355(B) and AD 2001-639(B) which are cancelled.

EFFECTIVE DATE : MARCH 29, 2003