

# 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. : 2003-290(B) R1  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS

### A300-600 aircraft

Centre spar sealing angles adjacent to pylon rear attachment fittings (ATA 57)

#### 1. APPLICABILITY:

AIRBUS A300-600 aircraft, all certified models and all serial numbers, except aircraft on which AIRBUS modification No. 8608 has been embodied.

#### 2. REASONS:

Fatigue testing developed on a test airframe confirmed the initiation of cracks on the sealing angles of the centre spar, adjacent to rib 8, which could lead to the rupture of the sealing angles and the subsequent crack initiation in the bottom skin of the wing.

If not inspected/corrected, this situation could affect the structural integrity of the aircraft. This motivated issuance of Airworthiness Directive (AD) 91-253-128(B).

Further to investigations carried out by the manufacturer further to an operator's report of early cracks on an aircraft in service, the embodiment of AIRBUS Service Bulletin (SB) A300-57-6033 (modification No. 8609), is rendered mandatory by this AD which replaces AD 91-253-128(B).

Revision 1 of this AD aims at clarifying paragraphs 3.1. and 3.2. in order to avoid any ambiguity.

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

3.1. Renewal of the requirements of AD 91-253-128(B) R2: perform an inspection and repeat it at threshold, intervals and as per instructions defined in SB A300-57-6027 Rev. 2 or any later revision.

3.2. Unless already accomplished, apply the instructions given in SB A300-57-6033 (cold expansion of 9 bolt holes) prior to the next flight following the completion of the next scheduled inspection (see above paragraph 3.1.).

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**3.3.** After embodiment of SB A300-57-6033, carry out an inspection in accordance with the instructions given in SB A300-57-6027 Rev. 3 or any later revision within the next 13,200 flights at the latest.

**3.4.** Then, repeat the same inspection at intervals not exceeding 6,000 flights.

**Note:** The given threshold and interval values are based on an average flight duration of 126 minutes. These values will have to be corrected, depending on the effective duration of the flights and the number of "touch-and-go" performed, in accordance with the instructions given in SB A300-57-6027 Rev. 3 or any later revision.

Alternative Solutions (AMOC)

Repair drawings R571 40588 or R571 40942, once applied on aircraft, are considered as alternative solutions to SB A300-57-6033. Paragraphs 3.3. and 3.4. of this AD are consequently applicable to the aircraft affected by these repairs.

Repairs R571 50404 and R571 50413

Operators whose aircraft are affected by these repairs must conform to paragraph 1.E.(2)(d) of SB A300-57-6027 Rev. 5 in order to decide with AIRBUS whether additional inspections are required.

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REF.: AIRBUS Service Bulletins:

A300-57-6027 R2

A300-57-6027 R3

A300-57-6027 R5

A300-57-6033

Any later approved revision of these SBs is acceptable.

AIRBUS Repair drawings:

R571 40588

R571 40942

R571 50404

R571 50413.

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This Revision 1 replaces original AD 2003-290(B) dated August 06, 2003.

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**EFFECTIVE DATES :**

**Original issue : AUGUST 16, 2003**

**Revision 1 : OCTOBER 11, 2003**