

# 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. : 2003-189(B)  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS

### A300-600 aircraft

Frame 40 - Inspection of lower outboard radii (ATA 57)

#### 1. APPLICABILITY:

AIRBUS A300-600 aircraft, all certified models and all serial numbers except for:

- aircraft on which AIRBUS modification No. 10221 has been embodied either in production (or as per AIRBUS Service Bulletin (SB) A300-57-6053 Revision 1 in service) and which have not been repaired according to repair plan R57110247.

#### 2. REASONS:

In order to prevent the forming and the development of cracks in the wing center section at the fuselage frame 40 lower outboard radii, which could affect the structural integrity of the airframe, an inspection programme was rendered mandatory by Airworthiness Directive (AD) 95-111-181(B).

Crack growth cases detected in the inspected zone have led the manufacturer to develop a reinforced inspection programme which especially introduces, in cases where cracks are detected, inspection methods and corrective actions adapted to the potential growth of these cracks.

This reinforced inspection programme is rendered mandatory by this AD which therefore replaces AD 95-111-181(B).

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

##### 3.1. Inspections

- 3.1.1. Aircraft not yet inspected in accordance with the instructions of SB A300-57-6052 (at Revision 1 or 2).

Prior to the accumulation of 6,100 flights or within 1,500 flights after June 17, 1995 [effective date of AD 95-111-181(B)], whichever occurs later, inspect the fuselage frame 40 lower outboard radii in accordance with the instructions of SB A300-53-6052 Revision 3.

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3.1.2. Aircraft inspected in accordance with SB A300-57-6052 Revision 1 or Revision 2 without cracks detected.

Inspect at the intervals and in accordance with the methods defined in SB A300-57-6052 Revision 3 taking the latest inspection conducted as reference.

3.1.3. Aircraft inspected in accordance with SB A300-57-6052 Revision 1 or Revision 2 with cracks detected.

Inspect following instructions given in SB A300-57-6052 Revision 3 Flow Chart Figure 1 and according to the damage found and the rework extension resulting from the latest inspection performed.

### 3.2. Correctives actions

Depending on the results of the previous inspection and according to the method retained for this inspection, perform corrective actions if necessary and repeat the inspection at the intervals and in accordance with the methods defined in SB A300-57-6052 Rev. 3.

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REF.: AIRBUS Service Bulletins:  
A300-57-6052 Revision 3  
A300-57-6053 Revision 1  
(Any later approved revision of these SBs is acceptable).

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This Airworthiness Directive replaces AD 95-111-181(B) which is cancelled.

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**EFFECTIVE DATE : MAY 24, 2003**