



Airworthiness Directive

AD No.: 2015-0152R1

Issued: 23 May 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A300-600 aeroplanes

Effective Date: Revision 1: 23 May 2017
Original Issue: 31 July 2015

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2015-0152 dated 24 July 2015.

ATA 52 – Doors – Aft Cargo Door Frame Forks – Inspection

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A300F4-605R and A300F4-622R aeroplanes, all manufacturer serial numbers (MSN) on which Airbus modification (mod) 12046 has been embodied in production.

Note: Airbus mod 12046 has been embodied in production on MSN 0805 and above, except MSN 0836, 0837 and 0838.

Reason:

During scheduled maintenance at frames (FR) 61 and FR61A on the aft lower deck cargo door (LD CD) of two A300-600F4 aeroplanes, two adjacent frame forks were found cracked. Subsequent analysis determined that, in case of cracked or ruptured aft cargo door frame(s), loads will be transferred to the remaining structural elements. However, these secondary load paths will be able to sustain the loads for a limited number of flight cycles only.

This condition, if not detected and corrected, could lead to the rupture of one or more vertical aft cargo door frame(s), resulting in reduced structural integrity of the aft cargo door.



To address this unsafe condition, Airbus issued Alert Operators Transmission (AOT) A52W011-15 to provide inspection instructions, and, consequently, EASA issued AD 2015-0152 to require repetitive inspections of the aft LDCD frame forks and, depending on findings, the accomplishment of applicable corrective action(s).

Since that AD was issued, Airbus published Service Bulletin (SB) SB A300-52-6085 which provides frame fork reinforcement instruction and SB A300-52-6086 which provides instruction to inspect the cargo door for cracks as well as frame fork replacement instructions having the inspection interval extended from 600 flight cycles (FC) to 1 200 FC.

For the reason described above, this AD is revised to introduce frame forks replacement or repair as an allowance to extend the inspection interval.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspections:

(1) Before exceeding the threshold as defined in Table 2 of this AD, or within the compliance time as specified in Table 1 of this AD, whichever occurs later, concurrently accomplish the actions as specified in paragraphs (1.1), (1.2) and (1.3) of this AD, and, thereafter, at intervals not to exceed the value as defined in Table 2 of this AD, as applicable, accomplish a high frequency eddy current (HFEC) inspection at all LDCD frame fork stations in accordance with the instructions of Airbus AOT A52W011-15, or Airbus SB A300-52-6086.

(1.1) One-time inspection of the aft LDCD clearances "U" and "V" between the latching hooks and the eccentric bush at FR60 through FR64A.

(1.2) One-time detailed inspection (DET) of hooks, eccentric bushes and x-stops for signs of wear.

(1.3) HFEC inspection at all frame fork stations of the aft LDCD.

Table 1 – LDCD Clearance Check, DET and HFEC Inspection – see Note 1 of this AD

FC accumulated by the aeroplane (on)	Compliance Time (after)
8 000 FC or more	Within 100 FC
Less than 8 000 FC	Within 400 FC

Note 1: The FC specified in Table 1 of this AD are those accumulated by the aeroplane on, or after, as applicable, 31 July 2015 [the effective date of the original issue of this AD].



Table 2 – Initial and Repetitive HFEC Inspections

Frame forks Status	Threshold	Interval
Frame forks installed since aeroplane first flight	Before exceeding 4 500 FC since aeroplane first flight	600 FC
Repaired per Airbus AOT A52W011-15, or SB A300-52-6086	Within 6 800 FC after frame forks repair	1 200 FC
Reinforced per Airbus SB A300-52-6085	Within 6 800 FC after frame forks reinforcement	

Modification(s) and Corrective Action(s):

- (2) If, during the clearance check as required by paragraph (1.1) of this AD, any values are found outside the tolerance as defined in Aircraft Maintenance Manual task 52-32-11, before next flight, accomplish a hook adjustment in accordance with the instructions of Airbus AOT A52W011-15 or SB A300-52-6086.
- (3) If, during the DET as required by paragraph (1.2) of this AD, any wear is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus AOT A52W011-15 or SB A300-52-6086.
- (4) DELETED
- (5) If, during any HFEC inspection as required by paragraph (1) of this AD, any crack is found on a frame fork, before next flight, replace the frame fork in accordance with the instructions of Airbus AOT A52W011-15 or SB A300-52-6086, or reinforced the frame fork in accordance with SB A300-52-6085.
- (6) DELETED

Terminating Action(s): None

- (7) Accomplishment of corrective action(s) on an aeroplane as required by paragraph (2) or (3), or repair or replacement of a frame fork as required by paragraph (5) of this AD on the aft LDCD of an aeroplane does not constitute terminating action for the repetitive HFEC inspections required by paragraph (1) for that aeroplane.

After replacement of all frame forks on the aft LDCD of an aeroplane, the next HFEC inspection as required by paragraph (1) of this AD can be deferred, but must be accomplished before exceeding 6 800 FC after frame fork replacement or reinforcement.

Ref. Publications:

Airbus AOT A52W011-15 original issue, dated 23 July 2015.

Airbus SB A300-52-6085 original issue dated 22 December 2016.



Airbus SB A300-52-6086 original issue dated 25 December 2016.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu
4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – EIAW (Airworthiness Office),
E-mail: continued.airworthiness-wb.external@airbus.com.

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