

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0152 Date: 24 July 2015 Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, 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 EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A300-600 aeroplanes
TCDS Number:	EASA.A.172
Foreign AD:	Not applicable
Supersedure:	None
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 (LDCD) 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. For the reason described above, this AD requires repetitive inspections of the aft LDCD frame forks and, depending on findings, the accomplishment of corrective action(s). This AD is considered interim action and further AD action may follow.
Effective Date:	31 July 2015

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 4 500 flight cycles (FC) after aeroplane first flight, 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 600 FC, accomplish a High Frequency Eddy Current (HFEC) inspection at all LDCD frame fork stations in accordance with the instructions of Airbus AOT A52W011-15:</p> <p>(1.1) One-time check of the aft LDCD clearances "U" and "V" between the latching hooks and the eccentric bush at FR60 through FR64A,</p> <p>(1.2) One-time detailed inspection (DET) of hooks, eccentric bushes and x-stops for signs of wear, and</p> <p>(1.3) HFEC inspection at all frame fork stations of the aft LDCD.</p> <p>Table 1 – LDCD Clearance Check, DET and HFEC Inspection</p> <table border="1"> <thead> <tr> <th>FC accumulated by the aeroplane (on the effective date of this AD)</th><th>Compliance Time (after the effective date of this AD)</th></tr> </thead> <tbody> <tr> <td>8 000 FC or more</td><td>Within 100 FC</td></tr> <tr> <td>Less than 8 000 FC</td><td>Within 400 FC</td></tr> </tbody> </table> <p>(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.</p> <p>(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.</p> <p>(4) Within 60 days after the clearance check and DET as required by paragraphs (1.1) and (1.2) of this AD, report the findings, if any, to Airbus in accordance with the instructions of Airbus AOT A52W011-15.</p> <p>(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.</p> <p>(6) Within 60 days after each HFEC inspection as required by paragraph (1) of this AD, report the results, including details on crack position(s) and length(s) or no findings, to Airbus in accordance with the instructions of Airbus AOT A52W011-15.</p> <p>(7) Accomplishment of corrective action(s) on an aeroplane as required by paragraph (2) or (3), 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.</p> <p>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 4 500 FC after frame fork replacement.</p>	FC accumulated by the aeroplane (on the effective date of this AD)	Compliance Time (after the effective date of this AD)	8 000 FC or more	Within 100 FC	Less than 8 000 FC	Within 400 FC
FC accumulated by the aeroplane (on the effective date of this AD)	Compliance Time (after the effective date of this AD)						
8 000 FC or more	Within 100 FC						
Less than 8 000 FC	Within 400 FC						
<p>Ref. Publications:</p>	<p>Airbus AOT A52W011-15 original issue dated 23 July 2015.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>						

Remarks:	<ol style="list-style-type: none">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.
----------	--

REVISED