



## Airworthiness Directive

**AD No.:** 2015-0173R1

**Issued:** 31 August 2016

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 aeroplanes

**Effective Date:** Revision 1: 14 September 2016  
Original issue: 07 September 2015

**TCDS Number(s):** EASA.A.172

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2015-0173 dated 24 August 2015, which superseded DGAC France AD F-2004-001 dated 07 January 2004, EASA approval 2003-2107.

### ATA 53, 57– Fuselage, Wings – Multiple Cracks Development Structural Parts / Joints – Inspection / Modification

**Manufacturer(s):**

Airbus (formerly Airbus Industrie)

**Applicability:**

Airbus A300 aeroplanes, all certified models, all Manufacturer Serial Numbers

**Reason:**

A widespread fatigue damage (WFD) analysis conducted on A300 aeroplanes identified areas which are susceptible to crack development.

This condition, if not corrected, could affect the structural integrity of the aeroplane.

To address this issue, Airbus developed a modification (mod) to reinforce the structure of the aeroplane. Airbus issued Service Bulletin (SB) A300-53-0271 to provide instructions for a cold expansion of the foot attachment holes of certain fuselage frames, and DGAC France issued AD F-2004-001 to require this mod.



Since that AD was issued, Airbus released twelve other mods with corresponding SBs, to complete the set of inspections and repairs in the frame of the A300 WFD campaign. Consequently, EASA issued AD 2015-0115 to require ten of these mods through section 3 of ALS Part 2, and decision is made to delete section 3 from ALS Part 2.

For the reasons described above, EASA issued AD 2015-0173, retaining the requirements of DGAC France AD F-2004-001, which was superseded, to require implementation of the additional inspection, modification and/or repair actions, as applicable to aeroplane model.

This AD is revised to give credit for previous use of any earlier revision of an affected Airbus SB, based on the fact that no additional work is included in the later SB revisions.

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

Required as indicated, unless accomplished previously:

- (1) Within 4 months after 07 September 2015 [the effective date of the original issue of this AD], verify if the Airbus mods listed in Table 1 and Table 2 of this AD, as applicable to aeroplane model, have been embodied on the aeroplane either in production or in service in accordance with the instructions of the related Airbus SB, at any revision.

A review of the aeroplane maintenance records is acceptable to accomplish the verification as required by this paragraph, provided those records can be relied upon for that purpose.

Table 1 – Airbus mod and related SB

<b>Airbus mod</b>	<b>Airbus SB</b>
751	A300-53-0247 Revision 02
7301	A300-53-0239 Revision 02
10326	A300-57-0203 Revision 04
12735	A300-53-0366
12736	A300-53-0368
12737	A300-53-0369 Revision 03
12798	A300-53-0375 Revision 01
07757 / 12977	A300-53-0271 Revision 05
13611	A300-57-0258
13692	A300-53-0393
13716	A300-57-0259

Table 2 - Airbus mod and related SB

<b>Airbus mod</b>	<b>Airbus SB</b>
12794	A300-53-0374 Revision 04
12796	A300-53-0373 Revision 03

- (2) If, during the verification as required by paragraph (1) of this AD, it is determined that an Airbus mod/SB included in Table 1 of this AD is not embodied, accomplish the applicable corrective action(s) within the compliance time as specified in, and in accordance with the instructions of, the related Airbus SB as listed in Table 1 of this AD.



- (3) If, during the verification as required by paragraph (1) of this AD, it is determined that Airbus SB A300-53-0374 (mod 12794) is not embodied, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A300-53-0374 within the compliance time as specified in Table 3 of this AD.

Table 3 – Airbus mod 12794

Aeroplane model	Compliance Time (since aeroplane first flight)	
	Frame 55	Frame 58
A300B2	31 300 flight cycles (FC)	49 700 FC
A300B4-100		
A300B4-200	33 600 FC	55 800 FC

- (4) If, during the verification as required by paragraph (1) of this AD, it is determined that Airbus SB A300-53-0373 (mod 12796) is not embodied, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A300-53-0373 within the compliance time as specified in Table 4 of this AD.

Table 4 – Airbus mod 12796

Aeroplane model(s)	Compliance time (since aeroplane first flight)
A300B2	42 700 FC
A300B4-100	41 700 FC
A300B4-200, A300C4, A300F4	47 900 FC

Note: Grace periods may be applied for the corrective action(s) required by paragraphs (2), (3) and (4) of this AD, as specified in the respective Airbus SB, applicable from the issue date of the relevant Airbus SB.

#### Ref. Publications:

Airbus SB A300-57-0203 Revision 04 dated 18 February 2015.

Airbus SB A300-53-0239 Revision 02 dated 06 March 2000.

Airbus SB A300-53-0247 Revision 02 dated 20 July 1990.

Airbus SB A300-57-0258 original issue dated 30 September 2014.

Airbus SB A300-57-0259 original issue dated 30 September 2014.

Airbus SB A300-53-0271 Revision 05 dated 21 June 2013.

Airbus SB A300-53-0366 original issue dated 07 April 2005.



Airbus SB A300-53-0368 original issue dated 07 April 2005.

Airbus SB A300-53-0369 Revision 03 dated 01 September 2010.

Airbus SB A300-53-0373 Revision 03 dated 01 September 2010.

Airbus SB A300-53-0374 Revision 04 dated 05 July 2013.

Airbus SB A300-53-0375 Revision 01 dated 24 June 2013.

Airbus SB A300-53-0393 original issue dated 27 September 2013.

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. The original issue of this AD was posted on 23 July 2015 as PAD 15-095 for consultation until 20 August 2015. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:continued.airworthiness-wb.external@airbus.com).

