



## Airworthiness Directive

**AD No.:** 2015-0217

**Issued:** 30 October 2015

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:** 13 November 2015

**TCDS Number(s):** EASA.A.0172

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2012-0103 dated 11 June 2012.

### ATA 53 – Fuselage – Frame Base Fitting between Frames 41 and 46 – Inspection / Repair

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**Manufacturer(s):**

Airbus (formerly Airbus Industrie)

**Applicability:**

Airbus A300 B4-603, A300 B4-605R, A300 B4-620, A300 B4-622, A300 B4-622R, A300 C4-605R variant F, A300 C4-620, A300 F4-605R, and A300 F4-622R aeroplanes, all manufacturer serial numbers.

**Reason:**

During accomplishment of Airbus Service Bulletin (SB) A300-53-6111 (EASA AD 2012-0103), addressing detailed visual inspections of the lower frame fittings between Frame (FR) 41 and FR46, a crack was detected on one A300-600 aeroplane in the area 2 of the foot of FR46 at junction radius level.

This frame, previously repaired due to a crack finding in the frame foot area 1, was not due to be inspected before reaching the post-repair inspection threshold, i.e. 45 400 flight cycles since repair embodiment.



Further investigation determined that the repairs specified in Airbus SB A300-53-6111 were of limited effect to prevent cracking in the frame foot area 2.

This condition, if not detected and corrected, could reduce the integrity of the affected structure.

As a temporary action and until an improvement of the existing repairs was made available, EASA issued AD 2012-0229 to require a one-time detailed inspection (DET) of the frame feet that were repaired in accordance with Airbus SB A300-53-6111, and the reporting of findings to Airbus.

Since that AD was issued, a detailed study was performed resulting in the development of a new inspection programme.

Consequently, Airbus cancelled SB A300-53-6111 and replaced it with SB A300-53-6177, introducing repetitive DET of the lower frame fittings between FR41 and FR46 for the entire fleet. In addition to this new inspection programme, Airbus designed a new frame foot which can be installed on aeroplanes through Airbus SB A300-53-6176.

For the reasons described above, this AD supersedes EASA AD 2012-0103, not retaining its requirements, and instead requires the new inspection programme for the lower frame fittings. This AD also introduces an optional terminating action for the repetitive inspections required by this AD.

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

Required as indicated, unless accomplished previously:

(1) Within the applicable compliance time (threshold and intervals) as defined in Paragraph 1.E. (2) of Airbus SB A300-53-6177, accomplish repetitive DET in accordance with the instructions of Airbus SB A300-53-6177.

(2) If, during any DET as required by paragraph (1) of this AD, any crack is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A300-53-6177.

(3) Within 30 days after each DET, report the inspection results, including no findings, to Airbus.

(4) Modification of an aeroplane in accordance with the instructions of Airbus SB A300-53-6176 constitutes terminating action for the repetitive DET as required by paragraph (1) of this AD for that aeroplane.

**Ref. Publications:**

Airbus SB A300-53-6177 original issue dated 20 May 2015.

Airbus SB A300-53-6176 original issue dated 20 May 2015.

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. This AD was posted on 25 August 2015 as PAD 15-109 for consultation until 22 September 2015. The Comment Response Document can be found at <http://ad.easa.europa.eu>.
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).

