Airworthiness Directive

AD No.: 2016-0198

Issued: 06 October 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):
A300-600 aeroplanes

Effective Date: 20 October 2016

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2012-0092 dated 25 May 2012.

SUPERSEDED

ATA 57 – Wings – Center Wing Box Frame 47 Angle Fittings – Inspection / Modification

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Manufacturer(s):
Airbus (formerly Airbus Industrie)

Applicability:
Airbus A300B4-603, A300B4-620, A300B4-605R, A300B4-622, A300B4-622R, A300C4-605R variant F, A300C4-620 and A300C4-605R aeroplanes, all serial numbers, except aeroplanes on which Airbus modification (mod) 12171 or mod 12249 has been embodied in production, or on which Airbus Service Bulletin (SB) A300-57-6069 has been embodied in service.

Reason:
Prompted by cracks found on the Frame (FR) 47 angle fitting, Airbus issued SB A300-57-6049, SB A300-57-6050, and SB A300-57-6086.

These crack, if not detected and corrected, could affect the structural integrity of the centre wing box (CWB) of the aeroplane.

Consequently, DGAC France published AD 94-241-170, AD 1999-147-279, AD 2000-533-328, AD F-2004-159 (EASA approval 2004-9779), each next AD superseding the previous one, to require

repetitive High Frequency Eddy Current (HFEC) rotating probe inspection of FR47 internal lower angle fitting.

After DGAC France AD F-2004-159 was issued, cracks were reportedly found on the horizontal flange of the FR47 internal corner angle fitting during accomplishment of routine maintenance structural inspection and modification in accordance with the instructions of Airbus SB A300-57-6050.

Prompted by these findings, Airbus reviewed and amended the inspection programme for the internal lower angle fitting flange (horizontal face).

Consequently, EASA issued AD 2012-0092, retaining the requirements of DGAC France AD F-2004-159, which was superseded, and required additional repetitive inspections of the CWB lower panel through the ultrasonic method and, depending on findings, re-installation of removed fasteners in transition fit instead of interference.

Following the discovery of numerous cracks during the accomplishment of SB A300-57-6049 and SB A300-57-6089 inspections, Airbus established a new (optional but recommended) modification (Airbus SB A300-57-6113) and defined for post-mod aeroplanes a new inspection SB, A300-57-6119, which includes new inspection methods (ultrasonic/radiographic) with new inspection thresholds and intervals.

For the reasons described above, this new AD retains the requirements of EASA AD 2012-0092, which is superseded, and requires repetitive inspections for post-SB A300-57-6113 aeroplanes.

Required Action(s) and Compliance Time(s):
Required as indicated, unless accomplished previously:

Re-statement of requirements of EASA AD 2012-0092:

A/ For aeroplane NOT modified in accordance with the instructions of Airbus SB A300-57-6113:

(1) Inspection programme for the internal lower angle fitting web (vertical face) in accordance with the instructions of Airbus SB A300-57-6049 Revision 07:

(1.1) Before exceeding the threshold specified in Airbus SB A300-57-6049 Revision 07, accomplish an HFEC rotating probe inspection of holes H, I, K, L, M, N, U, V, W, X and Y of the rear spar and bottom panel at junction with the fuselage.

(1.2) Thereafter, depending on the results of the previous inspection and accomplishment of any corrective actions, at intervals not exceeding the values defined in Airbus SB A300-57-6049 Revision 07, repeat the inspection.

(2) Inspection programme for the internal lower angle fitting and aft bottom panel (horizontal face) in accordance with the instructions of Airbus SB A300-57-6086 Revision 05:

(2.1) Before exceeding the threshold defined in Airbus SB A300-57-6086, or within 1 500 flight cycles (FC) after 06 January 2001 [the effective date of DGAC France AD 2000-533-328], whichever occurs later, accomplish an HFEC rotating probe inspection of the holes A, B, C, D, E, F, G, P, Q, S and T (adjacent to the hole G) at the LH and RH internal lower angle fitting of the CWB.

An aeroplane which, on 06 January 2001 [the effective date of AD 2000-533-328], exceeded the predefined threshold value by more than 2 000 FC, must be inspected within 750 FC after 06 January 2001 [the effective date of AD 2000-533-328].

(2.2) Thereafter, at intervals not exceeding the values defined in Airbus SB A300-57-6086 Revision 05, repeat the inspections of the internal lower angle fitting.

(2.3) Before exceeding the threshold defined in Airbus SB A300-57-6086 Revision 05, or within 650 FC or 8 months (whichever occurs first) after 08 June 2012 [the effective date of EASA AD 2012-0092], whichever occurs later, accomplish an ultrasonic inspection of the aft bottom panel.

(2.4) Thereafter, at intervals not exceeding the values defined in Airbus SB A300-57-6086 Revision 05, as applicable to the aeroplane usage, repeat the inspections of the aft bottom panel.

(2.5) If, during any inspection as required by paragraph (2.1) or (2.2) or (2.3) or (2.4) of this AD, as applicable, crack is found, before next flight, contact Airbus for approved corrective action instructions and accomplish those instructions accordingly.

(2.6) Within 30 days after each inspection as required by paragraph (2) of this AD, report all inspection results (including no finding) to Airbus. For that purpose, the inspection report of Airbus SB A300-57-6086 Revision 05 may be used.

(2.7) Accomplishment of corrective action(s) as required by paragraph (2.5) of this AD does not constitute terminating action for the repetitive inspections required by paragraphs (2.2) and (2.4) of this AD.

(3) Internal lower angle fitting modification programme in accordance with the instructions of Airbus SB A300-57-6050 Revision 03:

(3.1) Before exceeding 15 100 FC or 38 900 flight hours (FH), whichever occurs first since aeroplane first flight, modify the angle fitting attachment holes by cold expansion in accordance with the instructions of Airbus SB A300-57-6050 Revision 03.

(3.2) An aeroplanes which, on 06 January 2001 [the effective date of DGAC France AD 2000-533-328], was near to, or which had exceeded, the predefined value, must be modified within the grace periods, to be counted from 06 January 2001, as defined in paragraphs 1.B.(4).(a) and (b) of Airbus SB A300-57-6050 Revision 03.

New requirements of this AD:

B/ For aeroplane modified in accordance with the instructions of Airbus SB A300-57-6113:

(4) Inspection programme for the FR47/Rib 1 junction area, in accordance with the instructions of Airbus SB A300-57-6119:

(4.1) Before exceeding the threshold defined in Airbus SB A300-57-6119, depending on the accumulated service life counted from Airbus SB A300-57-6113 embodiment, accomplish ultrasonic and radiographic inspections of the FR47/Rib 1 junction area.

(4.2) Thereafter, at intervals not exceeding the values defined in Airbus SB A300-57-6119, depending on the accumulated service life counted from Airbus SB A300-57-6113 embodiment, repeat the inspections of the the FR47/Rib 1 junction area.

(4.3) If, during any inspection as required by paragraph (4.1) or (4.2) of this AD, as applicable, crack is found, before next flight, contact Airbus for approved corrective action instructions and accomplish those instructions accordingly.

(4.4) Within 10 days (in case of crack) or 1 month (in case of no crack) after each inspection as required by paragraphs (4.1) or (4.2) of this AD, report all inspection results to Airbus. For that purpose, the inspection report of Airbus SB A300-57-6119 may be used.

(4.5) Accomplishment of corrective action(s) as required by paragraph (4.3) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (4.2) of this AD.

Ref. Publications:
Airbus SB A300-57-6049 Revision 07 dated 22 December 2006.

Airbus SB A300-57-6050 Revision 05 dated 31 May 2001.

Airbus SB A300-57-6086 Revision 05 dated 30 January 2012.

Airbus SB A300-57-6113 original issue dated 25 April 2016.

Airbus SB A300-57-6119 original issue dated 25 April 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. This AD was posted on 24 August 2016 as PAD 16-121 for consultation until 21 September 2016. 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.

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