



## Airworthiness Directive

**AD No.:** 2016-0057

**Issued:** 18 March 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:** 01 April 2016

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 53 – Fuselage – Skin Lap Joint – Inspection / Repair

### Manufacturer(s):

Airbus (formerly Airbus Industrie)

### Applicability:

Airbus A300B4-603, A300B4-620, A300B4-622, A300B4-605R, A300B4-622R, A300C4-605R variant F, and A300C4-620 aeroplane, all Manufacturer Serial Numbers.

### Reason:

Prompted by in-service detection on Airbus A300-600 aeroplanes of cracks in certain fuselage skin lap joints, several studies were launched to understand the phenomenon and provide the corrective actions. More recently, new analyses were performed and the results identified that a new area has to be inspected at the skin lap joint below Stringer (STR) 28 at Frame (FR) 72 to FR 76.

This condition, if not detected and corrected, could result in reduced structure integrity of the aeroplane.

To address this unsafe condition, Airbus published Service Bulletin (SB) A300-53-6184 to introduce inspections and applicable corrective actions for the affected areas.



For the reason described above, this AD requires repetitive Special Detail Inspections (SDI) of the affected skin lap joint and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

- (1) Before exceeding 29 500 flight cycles (FC) since aeroplane first flight, or within 2 000 FC after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 5 400 FC, accomplish a SDI of the skin lap joint at STR 28 level between FR72 to FR76, both left hand and right hand side, in accordance with the instructions of Airbus SB A300-53-6184.
- (2) If, during any SDI as required by paragraph (1) of this AD, any crack is found, before next flight, contact Airbus to obtain approved repair instructions and accomplish those instructions accordingly.
- (3) Repair of an aeroplane as required by paragraph (2) of this AD does not constitute terminating action for the repetitive SDI required by paragraph (1) of this AD for that aeroplane, unless the Airbus repair instructions specify otherwise.

**Ref. Publications:**

Airbus SB A300-53-6184 original issue dated 12 November 2015.

The use of later approved revisions of this document 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 13 November 2015 as PAD 15-140 for consultation until 11 December 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).

