



Airworthiness Directive

AD No.: 2016-0179

Issued: 12 September 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: 26 September 2016

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2016-0085 dated 28 April 2016.

ATA 57 – Wings – Fuselage Frame 40 Lower Outboard Radius – Inspection

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A300 B4-605R, A300 B4-622R, A300 C4-605R Variant F, A300 F4-605R and A300 F4-622R on which Airbus modification (mod) 10221 was embodied in production.

Reason:

Following a full stress analysis of the Frame (FR) 40 lower area, supported by a Finite Element Model (FEM), of the post-mod 10221 configuration, it was demonstrated that, for the FR40 forward fitting lower radius, a crack could occur after a certain amount of flight cycles (FC).

This condition, if not detected and corrected, could reduce the structural integrity of the fuselage.

To address this potential unsafe condition, Airbus established that crack detection could be achieved through a special detailed inspection (SDI) using a high frequency eddy current (HFEC) method, and issued Alert Operators Transmission (AOT) A57W009-16 to provide those inspection instructions.

Consequently, EASA issued AD 2016-0085 to require a one-time SDI of the FR40 lower area and, depending on findings, accomplishment of applicable corrective action(s).



Since that AD was issued, further cracks were detected, originating from the fastener hole, and, based on these findings, it was determined that inspection area must be enlarged, and Airbus AOT A57W009-16 Revision (Rev.) 01 was issued accordingly.

For the reasons described above, this AD retains the requirements of EASA AD 2016-0085, which is superseded, extends the area of inspection, and requires an additional inspection for aeroplanes previously inspected.

The one-time SDI for high cycle aeroplanes is intended to mitigate the highest risks within the fleet. Airbus is currently developing instructions for repetitive inspections that are likely to be the subject of further AD action.

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

Required as indicated, unless accomplished previously:

- (1) Within the compliance time specified in Table 1 of this AD, accomplish an SDI of the FR40 outer radius in accordance with the instructions of Airbus AOT A57W009-16 Rev. 01.

Table 1

Compliance Time (whichever occurs later, A or B)	
A	Before exceeding 19 000 FC or 41 000 flight hours (FH), whichever occurs first since aeroplane first flight
B	Within 300 FC or 630 FH , whichever occurs first after 12 May 2016 [the effective date of EASA AD 2016-0085]

- (2) For aeroplanes that have already been inspected, before the effective date of this AD, in accordance with the instructions of Airbus AOT A57W009-16 at original issue, within 300 FC or 630 FH, whichever occurs first after that inspection, accomplish a one-time additional SDI in accordance with the instructions of Airbus AOT A57W009-16 Rev. 01.
- (3) If, during the inspection as required by paragraph (1) or (2) of this AD, as applicable, any crack is found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.
- (4) Within 30 days after the inspection as required by paragraph (1) or (2) of this AD, as applicable, report the results (including no findings) to Airbus.

Ref. Publications:

Airbus AOT A57W009-16 original issue, dated 25 February 2016, or Revision 01, dated 13 July 2016.

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 29 July 2016 as PAD 16-115 for consultation until 26 August 2016. 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.
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.

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