



Airworthiness Directive

AD No.: 2016-0249

[Correction: 10 January 2017]

Issued: 14 December 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: 28 December 2016

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2013-0295 dated 11 December 2013.

ATA 53 – Fuselage – Upper Frame Feet Fittings – Modifications

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A300B4-603, A300B4-605R, A300B4-620, A300B4-622, A300B4-622R, A300C4-605R variant F, A300C4-620, A300F4-605R and A300F4-622R aeroplanes, all manufacturer serial numbers.

Reason:

During an inspection in accordance with Airworthiness Limitation Item (ALI) 53-15-54 on an A300-600 aeroplane, Frames (FR) 43, FR44, FR45 and FR46 were found cracked between stringer (STGR) 24 and STGR30 on the aeroplane right hand side. FR45 was also found cracked on the aeroplane left hand side.

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

To address this potential unsafe condition and improve the fatigue life of the upper frame feet fittings, Airbus issued Service Bulletin (SB) A300-53-6125 to provide instructions for expansion of the most sensitive fastener holes between FR41 and FR46. DGAC France issued AD F-2004-002 (EASA approval 2003-2108) to require the structural modification defined in SB A300-53-6125 Revision 03 (Airbus modification 12168).



AD F-2004-002 was subsequently superseded by EASA AD 2013-0295 to amend the inspection programme in this area as provided in SB A300-53-6122 (which is now obsolete and replaced by ALI task 531558, published in the ALS Part 2 Revision 01 dated 07 August 2015).

Since EASA AD 2013-0295 was issued, a new investigation was conducted in the frame of the Widespread Fatigue Damage study. Airbus revised the thresholds for the accomplishment of the instructions defined in SB A300-53-6125 and issued SB A300-53-6178 to provide modification instructions to improve the fatigue life of upper frame feet fittings on aeroplane on which Airbus modification (mod) 12168 or Airbus SB A300-53-6125 was embodied.

For the reason described above, this AD retains some requirements of EASA AD 2013-0295, which is superseded, and requires modification of the upper frame feet fittings from FR41 to FR46.

This AD is republished to correct a typographical error in the compliance time required by paragraph (3).

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

Required as indicated, unless accomplished previously:

Modification:

- (1) Except for aeroplanes identified in paragraph (2) of this AD, within the threshold as specified in Table 1 of this AD, as applicable to the aeroplane usage (see Note of this AD), modify the upper frame feet fittings in accordance with the instructions of Airbus SB A300-53-6125 Revision 04.

Note: To establish the average flight time (AFT), take the accumulated flight hours (FH, counted from the take-off up to the landing) and divide by the number of accumulated flight cycles (FC).

Table 1 – Modification SB A300-53-6125

Aeroplane Usage (see Note of this AD)	Thresholds (FC or FH, whichever occurs first since first flight)
AFT more than 1.5	10 200 FC or 22 100 FH
AFT equal to or less than 1.5	11 000 FC or 16 600 FH

- (2) Within the thresholds as specified in Table 2 of this AD, as applicable to the aeroplane configuration, modify the upper frame feet fittings in accordance with the instructions of Airbus SB A300-53-6178.

Table 2 – Modification SB A300-53-6178

Aeroplane Configuration	Thresholds (FC or FH, whichever occurs first)
Post-mod 12168	27 100 FC or 47 300 FH since aeroplane first flight
Post-SB A300-53-6125	27 100 FC or 47 300 FH after SB A300-53-6125 embodiment



Additional Post-Modification Actions:

- (3) Not later than 6 months (estimated by projection of aeroplane usage) prior to exceeding 24 500 FC or 42 700 FH, whichever occurs first after Airbus SB A300-53-6178 embodiment, contact Airbus for additional work instructions and, within the compliance time(s) stated therein, accomplish those instructions accordingly.

Credit:

- (4) Aeroplanes that embody Airbus production mod 12168, or have been modified in service before the effective date of this AD in accordance with the instructions of Airbus SB A300-53-6125 at original issue, or Revision 01, or Revision 02, or Revision 03, are compliant with the requirements of paragraph (1) of this AD.

Ref. Publications:

Airbus SB A300-53-6125 original issue dated 08 November 2000, or Revision 01 dated 13 June 2003, or Revision 02 dated 25 February 2005, or Revision 03 dated 13 September 2011, or Revision 04 dated 17 March 2015.

Airbus SB A300-53-6178 original issue dated 17 March 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 09 November 2016 as PAD 16-157 for consultation until 07 December 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.

