Airworthiness Directive

AD No.: 2018-0266

Issued: 11 December 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A300-600 aeroplanes

Effective Date: 25 December 2018

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2015-0152R1 dated 23 May 2017.

ATA 52 – Doors – Aft Cargo Door Frame Forks – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A300F4-605R and A300F4-622R aeroplanes, all manufacturer serial numbers (MSN) on which Airbus modification (mod) 12046 has been embodied in production.

Note: Airbus mod 12046 has been embodied in production on MSN 0805 and above, except MSN 0836, 0837 and 0838.

Definitions:

For the purpose of this AD, the following definitions apply:

Affected part: Frame forks, having a Part Number (P/N) as listed in Table 1 of this AD.

The inspection SB: Airbus Service Bulletin (SB) A300-52-6086 Revision 01.

The modification SB: Airbus SB A300-52-6085 Revision 01.

Reason:

During scheduled maintenance at frames (FR) 61 and FR61A on the aft lower deck cargo door (LDCD) of two A300-600F4 aeroplanes, two adjacent frame forks were found cracked. Subsequent

analysis determined that, in case of cracked or ruptured aft cargo door frame(s), loads will be transferred to the remaining structural elements. However, these secondary load paths will be able to sustain the loads for a limited number of flight cycles (FC) only.

This condition, if not detected and corrected, could lead to the rupture of one or more vertical aft cargo door frame(s), resulting in reduced structural integrity of the aft cargo door.

To address this unsafe condition, Airbus issued Alert Operators Transmission (AOT) A52W011-15 to provide inspection instructions, and, consequently, EASA issued AD 2015-0152 to require repetitive inspections of the aft LDCD frame forks and, depending on findings, the accomplishment of applicable corrective action(s). Subsequently, Airbus published the modification SB to provide frame fork reinforcement instructions, and the inspection SB to provide instructions to inspect the cargo door for cracks, as well as for frame fork replacement, including provisions for extended inspection intervals. EASA revised the AD accordingly.

Since EASA AD 2015-0152R1 was issued, further investigations results allowed Airbus to define new thresholds and inspection intervals according to the frame fork configuration. Consequently, the inspection SB was revised to include these new thresholds and intervals.

For the reasons described above, this AD retains the requirements of EASA AD 2015-0152R1, which is superseded, and introduces new thresholds and intervals, depending on frame fork configuration.

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

Required as indicated, unless accomplished previously:

Table 1 – Affected Parts P/N

Frame Fork P/N	
F523-72301-200	F523-72302-200
F523-72303-200	F523-72304-200
F523-72305-200	F523-72306-200
F523-72307-200	F523-72308-200
F523-72309-200	F523-72310-200

(1) Before exceeding the thresholds as defined in Table 3 of this AD, or within the compliance time as specified in Table 2 of this AD, whichever occurs later, concurrently accomplish the actions as specified in paragraphs (1.1), (1.2) and (1.3) of this AD, and, thereafter, at intervals not to exceed the value as defined in Table 3 of this AD, as applicable, accomplish a high frequency eddy current (HFEC) inspection at all LDCD frame fork stations having affected parts, in accordance with the instructions of the inspection SB.

(1.1) One-time detailed inspection (DET) of the aft LDCD clearances "U" and "V" between the latching hooks and the eccentric bush at FR60 through FR64A.

(1.2) One-time DET of hooks, eccentric bushes and x-stops for signs of wear.

(1.3) HFEC inspection at all frame fork stations of the aft LDCD.

Table 2 – LDCD Clearance Check, DET and HFEC Inspections (see Note 1 of this AD)

FC accumulated	Compliance Time
8 000 FC or more	Within 100 FC
Less than 8 000 FC	Within 400 FC

Note 1: The FC specified in Table 2 of this AD are those accumulated by the aeroplane on 31 July 2015 [the effective date of the original issue of EASA AD 2015-0152], as applicable.

Table 3 – Initial and Repetitive HFEC Inspections

Status of Affected Part(s)	Threshold	Interval
None replaced since aeroplane first flight	Before exceeding 4 500 FC since aeroplane first flight	600 FC
Repaired per Airbus AOT A52W011-15, or SB A300-52-6086 at any revision.	600 FC since last inspection	
Individual frame fork replaced (see Note 2 of this AD)	Within 4 500 FC after frame fork installation (see Note 3 of this AD)	
All 10 frame forks previously repaired in accordance with AOT A52W011-15 or with repair Drawing R523-70413, or all frame forks modified in accordance with SBA300-52-6085 at any revision	Within 12 500 FC after frame forks repaired or reinforcement	1 000 FC

Note 2: Damaged frame fork replaced with a new one.

Note 3: The new threshold of 4 500 FC is only for the new replacement frame fork. The other frame forks (not replaced) remain within the same inspection interval of 600 FC as defined in Table 2 of this AD.

Modification(s) and Corrective Action(s):

(2) If, during the clearance check as required by paragraph (1.1) of this AD, any values are found outside the tolerances as defined in Aircraft Maintenance Manual task 52-32-11, before next flight, accomplish a hook adjustment in accordance with the instructions of the inspection SB.

(3) If, during the DET as required by paragraph (1.2) of this AD, any wear is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the inspection SB.

(4) If, during any HFEC inspection as required by paragraph (1) or (1.3) of this AD, as applicable, any crack is found on an affected part, before next flight, replace the affected part with a new frame

fork in accordance with the instructions of the inspection SB, or reinforce the affected part in accordance with the instructions of the modification SB.

(5) For an aeroplane on which affected parts were modified in accordance with the instructions of the modification SB at original issue, they must be inspected according to the instructions of the inspection SB Revision 01 with the new compliance time.

Terminating Action(s):

(6) Accomplishment of corrective action(s) on an aeroplane as required by paragraph (2) or (3) or (4) of this AD, or repair or replacement of an affected part on the aft LDCD of an aeroplane as required by paragraph (5) of this AD, does not constitute terminating action for the repetitive HFEC inspections required by paragraph (1) for that aeroplane.

Ref. Publications:

Airbus AOT A52W011-15 original issue dated 23 July 2015.

Airbus SB A300-52-6085 original issue dated 22 December 2016, or Revision 01 dated 02 May 2018.

Airbus SB A300-52-6086 original issue dated 25 December 2016, or Revision 01 dated 29 May 2018.

The use of later approved revisions of the above-mentioned 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 08 November 2018 as PAD 18-151 for consultation until 06 December 2018. 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. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

5. 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.