



Airworthiness Directive

AD No.: 2020-0110R1

Issued: 27 May 2020

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 aeroplanes

Effective Date: 03 June 2020 (same as original issue)

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2020-0110 dated 20 May 2020.

ATA 53 – Fuselage – Structure, Windshield Frame and Closing Panel / Skin Lap Joint / Centre Wing Bottom Skin – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A300 aeroplanes, all certified models, all manufacturer serial numbers (MSN).

Definitions:

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

The first inspection area: Fuselage internal structure from frame (FR) 2 to FR 4, windshield FR lower section and closing panel, left-hand (LH) and right-hand (RH) sides.

The second inspection area: Fuselage skin lap joint at Stringer 43 between FR 18 and FR 19, LH and RH sides.

The third inspection area: Centre wing bottom skin internal angle at rear spar rib 1, LH and RH sides.

The SB: Airbus Service Bulletin (SB) A300-53-0265 Revision 06.



Groups:

- Group 1 are A300B1, A300B2-1A, A300B2-1C, A300B2-202, A300B2-203, A300B2-320, A300B2K-3C, A300B4-102, A300B4-103, A300B4-120, A300B4-203, A300B4-220, A300B4-2C, A300C4-203 and A300F4-203 aeroplanes which do not have Airbus modification (mod) 2785 embodied in production.
- Group 2 are A300B2-1A, A300B2-1C, A300B2-202, A300B2-203, A300B2-320, A300B2K-3C, A300B4-102, A300B4-103, A300B4-120, A300B4-203, A300B4-220 and A300B4-2C aeroplanes which do not have Airbus mod 3040 embodied in production.
- Group 3 are A300B4-102, A300B4-103, A300B4-120, A300B4-203, A300B4-220 and A300B4-2C aeroplanes which have Airbus mod 3040 embodied in production.
- Group 4 are A300B2-203 and A300B2K-3C aeroplanes which do not have Airbus SB A300-53-0282 embodied, and A300B4-103, A300B4-120, A300B4-203, A300B4-2C, A300C4-203 and A300F4-203 aeroplanes which do not have Airbus SB A300-53-0291 embodied.

Note: An individual MSN may belong to more than one Group.

Reason:

During a scheduled inspection, linked to Widespread Fatigue Damage (WFD), in accordance with Airworthiness Limitation Items (ALI) Task 531101-02, a crack was discovered at hole location #10 on the LH side FR 4. Further investigation confirmed that the crack had developed only on the frame.

This condition, if not detected and corrected, could lead to crack initiation and propagation, possibly resulting in reduced structural integrity of the fuselage.

To address this potential unsafe condition, Airbus issued Variation 3.1 to A300 Airworthiness Limitations Section (ALS) Part 2 Revision 03, providing instructions for repetitive special detailed inspections (SDI).

For the reasons described above, EASA issued AD 2020-0110 to require repetitive SDI of the first, second and third inspection areas and, depending on findings, accomplishment of applicable corrective action(s).

The content of that AD was originally published for consultation as PAD 19-213, which proposed to supersede EASA AD 2017-0207, by requiring all actions specified in Airbus A300 ALS Part 2 Revision 03, and those specified in Variation 3.1. Following PAD consultation, it was determined that the initial compliance time for the SDI introduced by Variation 3.1 warrants issuance of a final, stand-alone AD, not superseding existing EASA AD 2017-0207 for ALS Part 2 Revision 03. This will also prevent difficulties with overlapping AMP update actions.

This AD is revised to include the grace periods specified in Airbus A300 ALS Part 2 Revision 03 Variation 3.1.



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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) For Group 1 aeroplanes: Before exceeding 31 400 flight cycles (FC) since aeroplane first flight, or within 27 days after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 1 200 FC, accomplish an SDI of the second inspection area in accordance with the instructions of ALI Task 531216-01-1.
- (2) For Group 2 aeroplanes: Before exceeding 30 600 FC since aeroplane first flight, or within 27 days after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 13 100 FC, accomplish an SDI of the first inspection area in accordance with the instructions of ALI Task 536101-03-1.
- (3) For Group 3 aeroplanes: Before exceeding 17 200 FC since aeroplane first flight, or within 27 days after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 13 100 FC, accomplish an SDI of the first inspection area in accordance with the instructions of ALI Task 536101-03-2.
- (4) For Group 4 aeroplanes: Within the compliance time as defined in the SB, or within 27 days after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed the values as defined in the SB, accomplish an SDI of the third inspection area in accordance with the instructions of ALI Task 536512-01-1.

Corrective Action(s):

- (5) If, during any SDI as required by paragraph (1), (2), (3) or (4) of this AD, as applicable, discrepancies are detected, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

Terminating Action:

- (6) None.

Ref. Publications:

Airbus A300 ALS Part 2 Revision 03 Variation 3.1 dated 01 July 2019.

Airbus SB A300-53-0265 Revision 06 dated 02 July 2012.

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. The original issue of this AD was posted on 17 December 2019 as PAD 19-213 for consultation until 14 January 2020. No comments were received during the consultation period.



3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness 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 – IIAW (Airworthiness Office);
E-Mail: continued.airworthiness-wb.external@airbus.com.

SUPERSEDED

