

## Airworthiness Directive

**AD No.:** 2020-0111R2

**Issued:** 16 June 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):**

A300-600 aeroplanes

**Effective Date:** Revision 2: 23 June 2020  
 Revision 1: 03 June 2020  
 Original issue: 03 June 2020

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

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2020-0111R1 dated 27 May 2020.

### ATA 53, 57 – Fuselage / Wings – Structure, Windshield Frame and Closing Panel / Outer Wing Bottom Skin – Inspection

**Manufacturer(s):**

Airbus, formerly Airbus Industrie

**Applicability:**

Airbus A300-600 aeroplanes, all certified models, all manufacturer serial numbers (MSN).

**Definitions:**

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

**The first inspection area:** Outer wing bottom skin internal joint plate at rib 9.

**The second inspection area:** Outer wing bottom skin between front and rear spar at rib 14.

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

**AFT:** Average flight time (AFT), which is determined by taking the accumulated flight hours (FH, counted from the take-off up to the landing) and divide these by the number of accumulated flight

cycles (FC). Short range (SR) aeroplanes are those with an AFT equal to, or less than, 1.5 FH per FC. Long range (LR) aeroplanes are those with an AFT higher than 1.5 FH per FC.

#### Groups:

- Group 1 are A300B4-601 and A300B4-620 aeroplanes.
- Group 2 are A300B4-603, A300B4-622, A300B4-605R and A300B4-622R aeroplanes.
- Group 3 are A300C4-605R variant F, A300C4-620, A300F4-605R and A300F4-622R aeroplanes.
- Group 4 are A300B4-601, A300B4-603, A300B4-620, A300B4-622, A300B4-605R, A300B4-622R, A300C4-605R variant F, A300-C4-620, A300F4-605R and A300F4-622R aeroplanes which have Airbus modification (mod) 3632 embodied in production, except those that also have Airbus mod 12049 embodied in production.

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

#### Reason:

During 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 of FR 4. Further investigation confirmed that the crack had developed only on the frame. Another crack was identified during inspection performed in accordance with ALI Task 531101-03-4A.

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 A300-600 Airworthiness Limitations Section (ALS) Part 2 Revision 3, providing instructions for repetitive special detail inspections (SDI) of the third inspection area, as defined in this AD. In addition, Airbus issued Variation 3.2 to A300-600 ALS Part 2 Revision 3, providing instructions for repetitive SDI of the first and second inspection areas.

For the reasons described above, EASA issued AD 2020-0111 to require accomplishment of repetitive SDI on the first, second and third inspection areas.

The content of that AD was originally published for consultation as PAD 19-214, which proposed to supersede EASA AD 2019-0090, by requiring all actions specified in Airbus A300-600 ALS Part 2 Revision 3, and those specified in Variations 3.1 and 3.2. Following PAD consultation, it was determined that the initial compliance time for the SDI introduced by Variations 3.1 and 3.2 warrants issuance of a final, stand-alone AD, not superseding existing EASA AD 2019-0090 for ALS Part 2 Revision 03. This will also prevent difficulties with overlapping AMP update actions.

This AD was initially revised to include the grace periods specified in Airbus A300-600 ALS Part 2 Revision 03 Variation 3.1.

This AD is further revised to correct a typographical error (Task numbers) in Table 1, to specify the correct inspection area in paragraph (1), to replace references to mod 13878 with references to Airbus Service Bulletin (SB) A300-57-6123, and to correct the definitions of Groups 1 and 2, with consequent changes in paragraphs (1) and (2), and in Tables 1 and 2 of this AD.



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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) For Group 1 aeroplanes, and for Group 2 aeroplanes except those on which Airbus SB A300-57-6123 has been embodied: Within the compliance time and, thereafter, at intervals not to exceed the values as defined in Table 1 of this AD, accomplish SDI of the second inspection area in accordance with the instructions of ALI Task 572196-01-1A or 572196-01-1A-S, as applicable.

Table 1: Second Inspection Area / Groups 1 and 2

<b>AFT</b>	<b>Compliance Time</b> (FH or FC, whichever occurs first since aeroplane first flight)	<b>Interval</b> (FH or FC, whichever occurs first since last SDI)	<b>Applicable Task</b>
<b>LR</b>	74 700 FH or 34 600 FC	9 200 FH or 4 200 FC	572196-01-1A
<b>SR</b>	56 000 FH or 37 300 FC	6 900 FH or 4 600 FC	572196-01-1A-S

- (2) For Group 1 and Group 2 aeroplanes: Within the compliance time and, thereafter, at intervals not to exceed the values as defined in Table 2 of this AD, accomplish an SDI of the first inspection area in accordance with the instruction of ALI Task 572173-01-4A or 572173-01-4A-S, as applicable.

Table 2: First Inspection Area / Groups 1 and 2

<b>AFT</b>	<b>Compliance Time</b> (FH or FC, whichever occurs first since aeroplane first flight)	<b>Interval</b> (FH or FC, whichever occurs first since last SDI)	<b>Applicable Task</b>
<b>LR</b>	112 000 FH or 51 800 FC	8 600 FH or 3 900 FC	572173-01-4A
<b>SR</b>	84 000 FH or 56 000 FC	6 400 FH or 4 300 FC	572173-01-4A-S

- (3) For Group 3 aeroplanes: Within the compliance time and, thereafter, at intervals not to exceed the values as defined in Table 3 of this AD, accomplish an SDI of the second inspection area in accordance with the instruction of ALI Task 572196-01-2A or 572196-01-2A-S, as applicable.

Table 3: Second Inspection Area / Group 3

<b>AFT</b>	<b>Compliance Time</b> (FH or FC, whichever occurs first since aeroplane first flight)	<b>Interval</b> (FH or FC, whichever occurs first since last SDI)	<b>Applicable Task</b>
<b>LR</b>	93 700 FH or 43 400 FC	11 500 FH or 5 300 FC	572196-01-2A
<b>SR</b>	70 300 FH or 46 800 FC	8 600 FH or 5 700 FC	572196-01-2A-S

- (4) For Group 4 aeroplanes: Before exceeding 17 200 FC since aeroplane first flight, or within 27 days after 03 June 2020 [the effective date of this AD at original issue], whichever occurs later, or within 13 100 FC after the latest accomplishment of ALI Task 531101-03-1A, as applicable,



and, thereafter, at intervals not to exceed 13 100 FC, accomplish an SDI of the third inspection area in accordance with the instructions of ALI Task 531101-04-1A.

**Corrective Action(s):**

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

**Terminating Action:**

- (6) None.

**Ref. Publications:**

Airbus A300-600 ALS Part 2 Revision 03 Variation 3.1 dated 01 July 2019.

Airbus A300-600 ALS Part 2 Revision 03 Variation 3.2 dated 17 December 2019.

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 18 December 2019 as PAD 19-214 for consultation until 15 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](mailto: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](mailto:continued.airworthiness-wb.external@airbus.com).

