



## Airworthiness Directive

**AD No.:** 2015-0232

**Issued:** 03 December 2015

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, A300-600 and A300-600ST aeroplanes

**Effective Date:** 17 December 2015

**TCDS Number(s):** EASA.A.172 and EASA.A.014

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes DGAC AD 1998-038-010 (B) Revision 01 dated 24 January 2001, DGAC AD 2003-189(B) dated 14 May 2003, EASA AD 2011-0163 dated 30 August 2011, and EASA AD 2014-0199 dated 05 September 2014.

### ATA 53 – Wings – Center Wing Frame 40 Lower Outboard Radius – Inspection

**Manufacturer(s):**

Airbus (formerly Airbus Industrie)

**Applicability:**

Airbus A300, A300-600 and A300-600ST aeroplanes, all certified models, all manufacturer serial numbers (MSN), except MSN 0003 and aeroplanes on which Airbus modification 10221 has been embodied in production.

**Reason:**

Cracks were found on the lower outboard radius of frame 40 forward fitting on in-service aeroplanes.

This condition, if not detected and corrected, could lead to reduced structural integrity of the aeroplane.

To address this unsafe condition, Airbus issued several inspection Service Bulletins (SB) and repair instructions. Consequently, EASA issued AD 2009-0094, which was later superseded by AD 2011-



0163, and AD 2014-0199, to require repetitive inspections and corrective actions on the affected areas.

Since those ADs were issued, additional in-service findings induced Airbus to do a new fatigue analysis, using a detailed Finite Element Model study, which resulted in defining new inspection methods. Prompted by these results, Airbus issued SB A300-57-0261, SB A300-57-6117 and SB A300-57-9034 (hereafter collectively referenced to as 'the applicable SB' in this AD) to introduce these inspections. These new inspection SBs supersede and render obsolete the inspection Service Bulletins No. A300-53-0268 and No. A300-57-6052 and the All Operators Transmissions ref. A300-53A0391, A300-57A6111, A300-53W002-14 and A300-57W003-14.

For the reason described above, this AD supersedes DGAC AD 2003-189(B), EASA AD 2011-0163 and EASA AD 2014-0199, and requires the new inspections of the affected areas within new thresholds and intervals.

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

Required as indicated, unless accomplished previously:

- (1) Within the compliance times (thresholds and intervals, or grace periods, as applicable) as defined in paragraph 1.E.(2) of the Airbus SB A300-57-0261, SB A300-57-6117 and SB A300-57-9034, inspect the center wing frame 40 lower outboard radius in accordance with the instructions of these SBs.
- (2) If, during any inspection as required by paragraph (1) of this AD, any crack is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the applicable SB, or contact Airbus for approved instructions and accomplish those instructions accordingly.
- (3) Within 10 days after each inspection as required by paragraph (1) of this AD, report the results (including no findings) to Airbus.
- (4) Accomplishment of corrective action(s), as required by paragraph (2) of this AD, or accomplishment of preventive action according to the instruction of Airbus SB A300-57-0260, or A300-57-6116, or A300-57-9033, as applicable, on an aeroplane, does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.

#### **Ref. Publications:**

Airbus SB A300-57-0260 original issue dated 10 June 2015.

Airbus SB A300-57-0261 original issue dated 11 June 2015.

Airbus SB A300-57-6116 original issue dated 27 May 2015.

Airbus SB A300-57-6117 original issue dated 28 May 2015.

Airbus SB A300-57-9033 original issue dated 12 June 2015.

Airbus SB A300-57-9034 original issue dated 11 June 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 19 August 2015 as PAD 15-108 for consultation until 16 September 2015. 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](mailto:ADs@easa.europa.eu).
4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EIAW (Airworthiness Office) E-mail: [continued.airworthiness-wb.external@airbus.com](mailto:continued.airworthiness-wb.external@airbus.com)

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