



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 16-091

Issued: 22 June 2016

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A300, A300-600 and A300-600ST aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

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

Foreign AD: Not applicable

Supersedure: This AD supersedes DGAC France AD F-2006-016 (EASA approval 2006-0007) dated 18 January 2006.

ATA 53 – Fuselage – Frame 47 Upper Radius – Inspection / Repair

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A300, A300-600, and A300-600ST aeroplanes, all certified models, all manufacturer serial numbers (MSN), except for aeroplanes that have been repaired in accordance with the instructions of Airbus Service Bulletin (SB) A300-53-0370 or SB A300-53-6144, as applicable.

Reason:

During scheduled maintenance inspections on the fuselage, cracks initiating at the upper radius of frame (FR) 47 have been reported on several aeroplane MSN. Similar damage was also discovered on the A300 fatigue test fuselage.

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

Prompted by these findings, Airbus issued Service Bulletin (SB) A300-53-0246, SB A300-53-6029 and SB A300-53-9014 to provide inspection instructions and, consequently, DGAC France issued AD F-2006-016 to require repetitive inspections and corrective action.



Since that AD was issued, further investigation led to the conclusion that the current ultra sonic inspection performed in accordance with Airbus SB A300-53-0246 Revision 06, or SB A300-53-6029 Revision 08, or SB A300-53-9014 Revision 01, as applicable, was not reliable to detect deep crack going downward.

Consequently, to ensure the crack depth is correctly measured whatever the crack direction, Airbus developed a new nondestructive testing (NDT) method for this special detailed inspection (SDI) and revised the affected SBs accordingly.

For the reasons described above, this AD retains the requirements of DGAC France AD F-2006-016, which is superseded, but requires the accomplishment of repetitive SDI to replace the previously required ultrasonic inspections.

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

Required as indicated, unless accomplished previously:

- (1) Before exceeding 10 000 flight cycles (FC) since aeroplane first flight, and thereafter, at intervals not exceeding 4 150 FC, accomplish a SDI of the FR 47 forward fitting upper radius, left hand (LH) and right hand (RH) sides of the fuselage, in accordance with the instructions of Airbus SB A300-53-0246 Revision 08, or SB A300-53-6029 Revision 12, or SB A300-53-9014 Revision 03, as applicable.
- (2) For aeroplanes previously inspected (as required by DGAC France AD F-2006-016) in accordance with the instructions of Airbus SB A300-53-0246 Revision 06 or 07, or SB A300-53-6029 Revision 08 up to 11, or SB A300-53-9014 Revision 01 or 02, as applicable, accomplish the next inspection, in accordance with the instructions of Airbus SB A300-53-0246 Revision 08, or SB A300-53-6029 Revision 12, or SB A300-53-9014 Revision 03, as applicable, within the time specified in Table 1 of this AD, as applicable, depending on the length (L) and depth (D) of detected cracks during the last inspection.

Table 1 –Repeat Inspections

Finding(s)	Inspection Interval (since the last inspection)
No Crack	4 150 FC
L = 8 mm or less	1 400 FC
L exceeds 8 mm; D = 30 mm or less	
L exceeds 8 mm; D exceeds 30 mm, does not exceed 40 mm	750 FC
L exceeds 8 mm; D exceeds 40 mm, does not exceed 50 mm	250 FC

- (3) For aeroplanes on which any crack was found during any inspection required by Airbus SB A300-53-0246, or SB A300-53-6029 , or SB A300-53-9014, as applicable, and on which any abnormal load event, such as hard landing or flight in excessive turbulence, occurs after the effective date of this AD, within 3 months after each event, accomplish an SDI and the applicable corrective action in accordance with the instructions of Airbus SB A300-53-0246 Revision 08, or SB A300-53-6029 Revision 12, or SB A300-53-9014 Revision 03, as applicable. If,



during this 3 months period, another abnormal load event occurs, and if no SDI has yet been accomplished, before next flight after the second event, contact Airbus for approved corrective action instructions and accomplish those instructions accordingly.

- (4) If, during any SDI as required by paragraph (1) or (2) or (3) of this AD, as applicable, any crack is found with D less than 50 mm, depending on the properties (L and D) of the crack(s), reduce the applicable inspection interval, as specified in Table 1 of this AD, or, before next inspection due date, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A300-53-0246 Revision 08, or SB A300-53-6029 Revision 12, or SB A300-53-9014 Revision 03, as applicable, and contact Airbus for approved instructions and accomplish those instruction accordingly.
- (5) If, during any SDI as required by paragraph (1) or (2) or (3) of this AD, as applicable, any crack is found with D equal to 50 mm or more, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A300-53-0246 Revision 08, or SB A300-53-6029 Revision 12, or SB A300-53-9014 Revision 03, as applicable, and contact Airbus for approved instructions and accomplish those instruction accordingly.
- (6) Within 30 days after each SDI as required by paragraph (1) or (2) or (3) of this AD, report the inspection results, including no findings, to Airbus.

Ref. Publications:

Airbus SB A300-53-0246 Revision 06 dated 19 October 2005, or Revision 07 dated 09 September 2008, or Revision 08 dated 13 April 2016.

Airbus SB A300-53-6029 Revision 08 dated 19 October 2005, or Revision 09 dated 09 September 2008, or Revision 10 dated 09 July 2009, or Revision 11 dated 28 September 2009, or Revision 12 dated 13 April 2016.

Airbus SB A300-53-9014 Revision 01 dated 02 November 2005, or Revision 02 dated 09 September 2008, or Revision 03 dated 13 April 2016.

Airbus SB A300-53-0370 original issue dated 16 July 2004.

Airbus SB A300-53-6144 original issue dated 16 July 2004.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 20 July 2016.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.



3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – EIAW (Airworthiness Office)
E-mail: continued.airworthiness-wb.external@airbus.com.

