



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-174

Issued: 29 November 2021

Note: This Proposed Airworthiness Directive (PAD) 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.

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 aeroplanes

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

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: This AD supersedes paragraph 1.8 of DGAC France AD [1990-222-116\(B\) R5](#).

ATA 53 – Fuselage – Aft Flight Compartment Window Rear Lower Corner and Fuselage Skin – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A300 B2-203, A300 B2K-3C, A300 B4-203, A300 B4-2C, A300 C4-203 and A300 F4-203 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A300-53-0278 Revision 03.

Aeroplane date of manufacture: The date of transfer of title (ownership) which is referenced in Airbus documentation at the time of first delivery to an operator.

Reason:

Several occurrences were reported of finding cracks on the flight compartment aft window frame and the adjacent fuselage skin on A300 aeroplanes.



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

To address this potential unsafe condition, Airbus issued SB A300-53-0278 (later revised) to provide inspection instructions, and DGAC France issued AD 90-222-116 (B) (later revised) to require implementation of an ageing structure inspection program, which included the inspection of Airbus SB A300-53-0278. DGAC France AD 1990-222-116 (B) R5 currently requires a visual inspection of the windshield frame and a detailed visual inspection (DET) of the adjacent fuselage panel in accordance with the instructions of SB A300-53-0278 Revision 02.

Since that AD was issued, Airbus published the SB, as defined in this AD, to amend the inspection threshold and interval, as well as the method of inspection, and to remove from the SB the repair by external doubler.

For the reasons described above, this AD requires a one-time check for repairs accomplished, repetitive inspections of aeroplanes not previously repaired, and, depending on findings, the accomplishment of applicable corrective action(s). Since this AD changes the requirements of DGAC France AD 1990-222-116(B) R5, the action(s) of paragraph 1.8 of that AD are no longer required.

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

Required as indicated, unless accomplished previously:

One-Time Check for Repair(s):

- (1) Within the compliance time specified in Table 1 of this AD, as applicable, determine if any repair has been accomplished on the window frame and adjacent fuselage panel in accordance with the instructions of the SB at original issue, or Revision 01, or Revision 02.

A review of the aeroplane maintenance records is acceptable to make that determination, provided those records can be relied upon for the purpose of this requirement.

Table 1 – One-Time Check / Initial Inspection

Compliance Time (A, B or C, whichever occurs later)	
A	Before exceeding 31 000 flight cycles (FC) since aeroplane date of manufacture
B	Within 1 600 FC since the last inspection in accordance with the instructions of the SB at original issue, or Revision 01, or Revision 02
C	Within 6 months after the effective date of this AD, without exceeding the interval defined in the SB at original issue, or Revision 01, or Revision 02

Inspection(s):

- (2) If, during the check as required by paragraph (1) of this AD, no repair is identified, before exceeding the compliance time as specified in Table 1 of this AD, and, thereafter, at intervals not to exceed 1 600 FC, accomplish an ultrasonic inspection of the window frame and a DET on the adjacent fuselage panel in accordance with the instructions of the SB.



Corrective Action(s):

- (3) If, during the check as required by paragraph (1) of this AD, any repair is identified, before next flight, contact Airbus for approved instructions and accomplish those instructions (including potential post-repair instructions) accordingly.
- (4) If, during any inspection as required by paragraph (2) of this AD, any crack is detected, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

Terminating Action:

- (5) None.

Related AD:

- (6) From the effective date of this AD, the requirements of paragraph 1.8 of DGAC France AD 1990-222-116(B) R5 are no longer valid.

Ref. Publications:

Airbus SB A300-53-0278 original issue dated 12 November 1990, or Revision 01 dated 17 March 1994, or Revision 02 dated 10 November 1995, or Revision 03 dated 30 June 2021.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

- 1. This Proposed AD will be closed for consultation on 27 December 2021.
- 2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
- 3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
- 4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – IIAW (Airworthiness Office),
E-mail: continued.airworthiness-wb.external@airbus.com.

