

EASA	AIRWORTHINESS DIRECTIVE
	<p><b>AD No.: 2012-0103</b>  <b>[Correction: 19 June 2012]</b></p> <p><b>Date: 11 June 2012</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Design Approval Holder's Name:</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s):</b></p> <p>A300-600 aeroplanes</p>
<p>TCDS Number:</p>	<p>France N° 145</p>
<p>Foreign AD:</p>	<p>Not applicable</p>
<p>Supersedure:</p>	<p>None</p>
<p><b>ATA 53</b></p>	<p><b>Fuselage – Frame Base Fitting between Frames 41 and 46 – Inspection / Repair</b></p>
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>
<p>Applicability:</p>	<p>Airbus A300B4-603, A300B4-605R, A300B4-620, A300B4-622, A300B4-622R and A300C4-605R/F, A300C4-620, A300F4-605R and A300F4-622R aeroplanes, all serial numbers.</p>
<p>Reason:</p>	<p>During maintenance checks, cracks were discovered by A300 and A300-600 operators in the frame feet fittings, connecting the frame lower positions to the centre wing box.</p> <p>These occurrences were followed by a dedicated sampling inspection programme carried out by Airbus. During this sampling programme, 22 A300-600 aeroplanes were found with cracks on the lower fittings of frame 44 to frame 46 left hand (LH) and right hand (RH) side.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the fuselage of all aeroplanes operated up to the extended service goal (ESG).</p> <p>For the reasons described above, this AD requires repetitive detailed visual inspections of the lower frame fittings between frame 41 and frame 46 and, depending on findings, accomplishment of a repair.</p> <p>This AD has been republished to correct Note 2 in Appendix 1.</p>
<p>Effective Date:</p>	<p>25 June 2012</p>

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless previously accomplished:</p> <ol style="list-style-type: none"> <li>(1) Initially, within the compliance time specified in Appendix 1 of this AD, as applicable, perform a detailed visual inspection (DVI) of the base fitting of LH and RH frames 41 to 46 of the fuselage in accordance with the instructions of Airbus Service Bulletin (SB) A300-53-6111 Revision 04.</li> <li>(2) Thereafter, at the intervals specified in the planning information paragraph 1.E (2) of Airbus SB A300-53-6111 Revision 04, repeat the DVI as specified in paragraph (1) of this AD.</li> <li>(3) If, during any DVI as required by paragraph (1) or (2) of this AD, discrepancies are detected, within the compliance time specified in Airbus SB A300-53-6111 Revision 04, as applicable, and in accordance with the instructions of Airbus SB A300-53-6111 Revision 04, accomplish the applicable corrective action(s).</li> <li>(4) Within 30 days after any inspection as required by this AD where discrepancies are detected, report all inspection results to Airbus.</li> <li>(5) Accomplishment of corrective action(s) as required by paragraph (3) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (2) of this AD.</li> </ol>
<p>Ref. Publications:</p>	<p>Airbus SB A300-53-6111 Revision 04 dated 25 August 2011.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>Airbus Repair Instructions R53810322, R53810323, R53810329, R53810330, R53810331 and R53810332.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 10 April 2012 as PAD 12-028 for consultation until 08 May 2012. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EIAW (Airworthiness Office, Telephone: + 33 5 61 18 41 39, Fax: + 33 5 61 93 44 51).</li> </ol>

## Appendix 1

Note 1: For the purpose of this AD, the Average Flight Time (AFT) is defined as a computation of the number of flight hours (FH) divided by the number of flight cycles (FC) accumulated since last inspection, or since aeroplane first flight, as applicable.

Frame configuration and aeroplane utilization		Compliance time, A or B, whichever occurs later	
		A	B
Frame(s) without any repair accomplished	Aeroplanes operated with AFT more than 1,5 hours	Within 5 000 flight cycles (FC) or 10 800 flight hours (FH), whichever occurs first since aeroplane first flight	1 000 FC after the effective date of this AD
	Aeroplanes operated with AFT equal to or less than 1,5 Hours	Within 5 400 FC or 8 100 FH, whichever occurs first since aeroplane first flight	
Frame(s) with repair accomplished (see Note 2)	Aeroplanes operated with AFT more than 1,5 Hours	Within 45 400 FC or 98 000 FH, whichever occurs first since frame repair embodiment	
	Aeroplanes operated with AFT equal to or less than 1,5 Hours	Within 49 000 FC or 73 500 FH, whichever occurs first since frame repair embodiment	

Note 2: Affected repairs are R53810322, R53810323, R53810329, R53810330, R53810331 and R53810332, as well as repairs accomplished in accordance with Airbus SB A300-53-6111 (at any revision).