


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0220</p> <p>Date: 18 September 2013</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 EU 748/2012, Part 21.A.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>Design Approval Holder's Name: AIRBUS</p>		<p>Type/Model designation(s): A300, A300-600 and A310 aeroplanes</p>
TCDS Number:	France No. 145	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 53		
Fuselage – SRM Repairs on Floor Cross Beams Flange at Frame 11 and Frame 12A – Inspection / Repair		
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	<p>Airbus A300 and A310 aeroplanes, all certified models, all manufacturer serial numbers (MSN),</p> <p>A300-600 aeroplanes, all certified models, all MSN, except those on which Airbus modification 12699 has been embodied in production.</p>	
Reason:	<p>In the frame of the Extended Service Goal (ESG) activity, all existing Structural Repair Manual (SRM) repairs were reviewed.</p> <p>This analysis, which consisted in new static and fatigue calculations, revealed that some repairs were no longer applicable to some specific areas.</p> <p>These repairs, if not reworked, could affect the structural integrity of the aeroplane. To address the repairs on the floor cross beams flange, Airbus issued Alert Operator Transmission (AOT) A300-53A0392, AOT A300-53A6171 and AOT A310-53A2135.</p> <p>To address this unsafe condition, and further to the implementation of the Aging Aircraft Safety Rule (AASR), this Airworthiness Directive requires an inspection of the floor cross beams flange at frame (FR)11 and FR12A to identify SRM repairs and, depending on findings, accomplishment of corrective action.</p>	
Effective Date:	02 October 2013	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 30 months after the effective date of this AD, accomplish a general visual inspection (GVI) of the floor cross beams flange located at FR11 and FR12A in accordance with the instructions of Airbus AOT A300-53A0392, AOT A300-53A6171 or AOT A310-53A2135, as applicable to aeroplane type, to identify repairs accomplished.</p> <p>A review of maintenance records is acceptable to identify the repairs accomplished on the floor cross beams flange at FR11 and FR12A in lieu of the GVI, provided that the repairs can be positively identified from that review.</p> <p>(2) If, during any inspection as required by paragraph (1) of this AD, any repair is identified as having been previously accomplished in accordance with A300 SRM 53-12-00 PB701 figures 711, 712 and 713, or A300-600 SRM 53-12-15 PB201 figures 204, 205 and 206, or A300-600 Freighter SRM 53-12-15-C2 PB201 figures 204, 205 and 206, or A310 SRM 53-12-15 PB201 figures 204, 205 and 206, contact Airbus for approved repair instructions and, within 30 months after the effective date of this AD, accomplish the repair accordingly.</p>
<p>Ref. Publications:</p>	<p>Airbus AOT A300-53A0392 dated 14 March 2012. Airbus AOT A300-53A6171 dated 14 March 2012. Airbus AOT A310-53A2135 dated 14 March 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 31 July 2013 as PAD 13-112 for consultation until 28 August 2013. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: 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.