

EASA	AIRWORTHINESS DIRECTIVE
	<p><b>AD No.: 2014-0199</b></p> <p><b>Date: 05 September 2014</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 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><b>Design Approval Holder's Name:</b> AIRBUS</p>	<p><b>Type/Model designation(s):</b> A300 and A300-600 aeroplanes</p>
<p>TCDS Number:</p>	<p>EASA.A.172</p>
<p>Foreign AD:</p>	<p>Not applicable</p>
<p>Supersedure:</p>	<p>None</p>
<p><b>ATA 53</b></p>	<p><b>Wings – Center Wings Frame 40 Lower Outboard Radius – Inspection</b></p>
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>
<p>Applicability:</p>	<p>Airbus A300 B4-2C, A300 B4-103, A300 B4-120, A300 B4-203, A300 C4-203 and A300 F4-203 aeroplanes, all manufacturer serial numbers (MSN) on which Airbus Service Bulletin (SB) A300-53-0297 (modification 10453) at any revision has been embodied as a repair following crack finding, and</p> <p>Airbus A300 B4-601, A300 B4-603, A300 B4-605R, A300 B4-620, A300 B4-622, A300 B4-622R, and A300 C4-620 aeroplanes, all MSN without Airbus modification (mod) 10221 embodied in production and on which Airbus SB A300-57-6053 (mod 10453) at any revision has been embodied as a repair following crack finding.</p> <p>Note: This AD does not apply to aeroplanes having incorporated Airbus SB A300-53-0297 or SB A300-57-6053 (mod 10453) at any revision, as applicable to aeroplane model, as a preventive measure (see AD <a href="#">2011-0163</a>).</p>
<p>Reason:</p>	<p>During routine inspection on an A300-600 aeroplane, a crack was found in the right-hand frame (FR) 40 forward fitting between stringer (STRG) 32 and STRG 33. The subject aeroplane had previously been modified, as a crack prevention measure, in accordance with Airbus SB A300-57-6053 (mod 10453).</p> <p>To ensure the structural integrity of FR 40, pending completion of the full root cause analysis using a refined Finite Element Model (FEM), EASA issued AD 2009-0094 to require a one-time Detailed Visual Inspection (DVI) of A300 and A300-600 aeroplanes on which Airbus SB A300-53-0297 or SB A300-57-6053, as applicable, was embodied as a crack prevention measure.</p>

	<p>Thereafter, cracks were found during maintenance check in the FR 40 forward fitting on two aeroplanes, one A300 with Airbus SB A300-53-0297 embodied and one A300-600 with Airbus SB A300-57-6053 embodied. EASA AD 2009-0094 had been accomplished on both aeroplanes.</p> <p>Consequently, EASA issued AD 2011-0163, superseding EASA AD 2009-0094, to require, for aeroplanes modified preventively, repetitive DVI of the FR 40 forward fitting (without nut removal), accomplishment of a one-time Eddy Current (EC) inspection or liquid penetrant inspection of this area (with nut removal) and, depending on findings, the accomplishment of associated corrective actions.</p> <p>A detailed FEM study was recently completed which demonstrated that, on aeroplanes repaired following crack findings in accordance with the instructions of Airbus SB A300-53-0297 or SB A300-57-6053 at any revision, as applicable, cracks can re-initiate.</p> <p>For the reasons described above, this AD requires repetitive inspections of the FR 40 forward fitting for aeroplanes repaired in accordance with the instructions of Airbus SB A300-53-0297 or SB A300-57-6053 following crack findings.</p>
Effective Date:	19 September 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 300 flight cycles (FC) after the effective date of this AD, and, thereafter, at intervals not to exceed 300 FC, perform a DVI of the forward fitting at FR 40 without nut removal on both left-hand and right-hand sides of the aeroplane, in accordance with the instructions of Airbus All Operator Telex (AOT) A300-53W002-14 original issue, or AOT A300-57W003-14 original issue, as applicable to aeroplane model.</li> <li>(2) If, during any inspection as required by paragraph (1) of this AD, any discrepancies are detected, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.</li> </ol>
Ref. Publications:	<p>Airbus AOT A300-53W002-14 original issue, dated 02 April 2014.</p> <p>Airbus AOT A300-57W003-14 original issue, dated 02 April 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.</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 – EIAW (Airworthiness Office) E-mail: <a href="mailto:continued.airworthiness-wb.external@airbus.com">continued.airworthiness-wb.external@airbus.com</a>.</li> </ol>