


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2011-0086R1</p> <p>Date: 19 February 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>	
Design Approval Holder's Name : AIRBUS	Type/Model designation(s) : A300, A310 and A300-600 aeroplanes
TCDS Number:	France No. 145
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2011-0086 dated 12 May 2011.
ATA 53	Fuselage – Cross Beam at Junction with Lower Cargo Door Actuator Beam – Inspection / Modification
Manufacturer(s):	Airbus (formerly Airbus Industrie).
Applicability:	<p>- A300 and A310 aeroplanes, all certified models, all serial numbers; and</p> <p>- A300B4-601, A300B4-603, A300B4-620, A300B4-622, A300C4-620, A300B4-605R and A300B4-622R aeroplanes, all serial numbers,</p> <p>except aeroplanes on which AIRBUS Service Bulletin (SB) A300-53-0389 or A310-53-2133 or A300-53-6166 (AIRBUS modification 13434), as applicable to the aeroplane model, has been embodied in service.</p> <p><u>Note:</u> Modification of an aeroplane from passenger configuration to freighter configuration (e.g. by STC) does not exclude that aeroplane from the applicability of this AD.</p>
Reason:	<p>Some operators have reported cracked crossbeams at the junction with the lower deck cargo door actuator beam. The investigation results indicate that these cracks initiated in the fastener hole, propagated in vertical direction and were due to fatigue.</p> <p>This condition, if not corrected, could lead, in case of cracks propagation in a crossbeam (upper and lower web), to the floor grid being unable to withstand ultimate load condition.</p> <p>For the reasons described above, this AD requires repetitive inspections of certain crossbeams including those previously repaired by the Structure Repair Manual (SRM) or Repair Approval Sheet (RAS).</p> <p>This AD was revised to align the criteria of paragraph (3) of the AD with the</p>

	instructions of the SB in case of a crack equal to 7 mm.						
Effective Date:	Revision 1: 05 March 2013 Original issue: 26 May 2011						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p><u>Aeroplanes with crossbeams FR22/23 and FR61/62 not repaired previously according to SRM or by RAS</u></p> <p>(1) Within 10 000 flight cycles (FC) accumulated since the aeroplane first flight, or within 600 FC after 26 May 2011 [the effective date of the original issue of this AD], whichever occurs later, and thereafter, at intervals not exceeding 600 FC, perform a High Frequency Eddy Current (HFEC) inspection of the crossbeam Fuselage Frame Stations (FR) FR22/23 and FR61/62 in accordance with the instructions of Airbus Service Bulletin (SB) A300-53-0390 original issue, A310-53-2134 original issue, A300-53-6168 original issue, as applicable to aeroplane model.</p> <p>(2) If, during any inspection as required in paragraph (1) of this AD, no crack has been detected, the modification of the crossbeams at FR22/FR23 and FR61/FR62 in accordance with the instructions of SB A300-53-0389 or A310-53-2133 or A300-53-6166, as applicable to aeroplane model, performed within 600 FC after the last inspection, constitutes terminating action for the repetitive inspection requirements of this AD.</p> <p>(3) If, during any inspection as required by paragraph (1) of this AD, any crack is detected within the compliance time as specified in Table 1 of this AD, as applicable, contact Airbus to obtain the necessary approved instructions for corrective action and accomplish those instructions accordingly.</p> <p style="text-align: center;">Table 1 – Corrective action</p> <table border="1"> <tr> <th>Detected crack length</th><th>Compliance time (after the identification of the crack)</th></tr> <tr> <td>less than or equal to 7.0 mm (0.28 in.)</td><td>within 50 FC</td></tr> <tr> <td>more than 7.0 mm (0.28 in.)</td><td>before next flight</td></tr> </table> <p>(4) Modification of an aeroplane as required by paragraph (3) of this AD constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD.</p> <p><u>Aeroplanes with crossbeams FR22/23 and FR61/62 previously repaired according to SRM or by RAS</u></p> <p>(5) Within 10 000 FC accumulated since the aeroplane first flight, or within 600 FC after 26 May 2011 [the effective date of the original issue of this AD], whichever occurs later, contact AIRBUS and follow their instructions.</p>	Detected crack length	Compliance time (after the identification of the crack)	less than or equal to 7.0 mm (0.28 in.)	within 50 FC	more than 7.0 mm (0.28 in.)	before next flight
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Ref. Publications:	<p>AIRBUS Service Bulletins:</p> <p>A300-53-0389 original issue dated 15 January 2010 or Revision 01 dated 21 May 2010 or Revision 02 dated 27 April 2011;</p> <p>A300-53-0390 original issue dated 15 January 2010;</p> <p>A300-53-6166 original issue dated 15 January 2010 or Revision 01 dated 21 May 2010 or Revision 02 dated 27 July 2011;</p> <p>A300-53-6168 original issue dated 15 January 2010;</p> <p>A310-53-2133 original issue dated 15 January 2010 or Revision 01 dated 21</p>						

	<p>May 2010 or Revision 02 dated 27 April 2011 and A310-53-2134 original issue dated 15 January 2010.</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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 11 March 2011 as PAD 11-014 for consultation until 08 April 2011. The Comment Response Document can be found at http://ad.easa.europa.eu/. 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 – EAW (Airworthiness Office, Telephone: + 33 5 61 18 41 39, Fax:+ 33 5 61 93 44 51).