


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2012-0092</b></p> <p><b>Date: 25 May 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>	
<b>Design Approval Holder's Name:</b> AIRBUS	<b>Type/Model designation(s):</b> A300-600 aeroplanes
<b>TCDS Number:</b>	France No 145
<b>Foreign AD:</b>	Not applicable
<b>Supersedure:</b>	This AD supersedes DGAC France AD F-2004-159 (EASA approval 2004-9779) dated 29 September 2004.
<b>ATA 57</b>	<b>Wings – Center Wing Box Frame 47 Angle Fittings – Inspection / Modification</b>
<b>Manufacturer(s):</b>	Airbus (formerly Airbus Industrie)
<b>Applicability:</b>	Airbus A300B4-603, A300B4-620, A300B4-605R, A300B4-622, A300B4-622R, A300C4-605R/F, A300C4-620 and A300F4-605R aeroplanes, all serial numbers, except for aeroplanes on which AIRBUS modification No. 12171 or No. 12249 has been embodied in production, or on which Airbus Service Bulletin (SB) A300-57-6069 has been embodied in service.
<b>Reason:</b>	<p>Prompted by cracks found on the Frame 47 angle fitting, DGAC France published AD 2000-533-328 to require repetitive inspection programme for fuselage frame 47. If not detected and corrected, these cracks could affect the structural integrity of the Centre Wing Box (CWB) of the aeroplane.</p> <p>Subsequent to the publication of a new repetitive inspection programme for fuselage frame 47 at certain fasteners of the CWB angle fitting, DGAC France issued AD F-2004-159, superseding AD 2000-533-328.</p> <p>After DGAC France AD F-2004-159 was issued, cracks were reportedly found on the horizontal flange of the Frame 47 internal corner angle fitting during accomplishment of routine maintenance structural inspection and modification in accordance with Airbus SB A300-57-6050.</p> <p>Prompted by these findings, Airbus reviewed and amended the inspection programme for the internal lower angle fitting flange (horizontal face). The inspection programme for the lower angle fitting web (vertical face) related to SB A300-57-6049 and internal lower angle fitting modification programme related to SB A300-57-6050 remain unchanged.</p>

	For the reasons explained above, this new AD retains the requirements of DGAC France AD F-2004-159, which is superseded, and requires additional repetitive inspections of the CWB lower panel through the ultrasonic method and, depending on findings, re-installation of removed fasteners in transition fit instead of interference.
Effective Date:	08 June 2012
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p><b>Re-statement of requirements of DGAC France F-2004-159:</b></p> <p>(1) Inspection programme for the internal lower angle fitting web (vertical face)</p> <p>(1.1) At the threshold and in accordance with the Accomplishment Instructions defined in Airbus SB A300-57-6049 Revision 7, perform an inspection of holes H, I, J, K, L, M, N, U, V, W, X and Y, and of the rear spar and bottom panel at junction with the fuselage.</p> <p>(1.2) According to the results of the previous inspection and the corrective actions undertaken, thereafter, at intervals defined in Airbus SB A300-57-6049 Revision 7, repeat the inspection in accordance with the Accomplishment Instructions of Airbus SB A300-57-6049 Revision 7.</p> <p>(2) Inspection programme for the internal lower angle fitting flange (horizontal face):</p> <p>(2.1) At the threshold defined in Airbus SB A300-57-6086 or within 1 500 flight cycles (FC) after 06 January 2001 [the effective date of AD 2000-533-328], whichever occurs later, perform an inspection of the holes A, B, C, D, E, F, G, P, Q, S and T (adjacent to the hole G) at the LH and RH internal angle of the CWB in accordance with the Accomplishment Instructions defined in Airbus SB A300-57-6086.</p> <p>Aeroplanes which had exceeded the predefined threshold value by more than 2 000 FC on 06 January 2001 [the effective date of AD 2000-533-328] must have been inspected within 750 FC following 06 January 2001.</p> <p>(2.2) According to the results of the previous inspection and the corrective actions undertaken, thereafter, at intervals defined in Airbus SB A300-57-6086, repeat the inspection in accordance with the Accomplishment Instructions of Airbus SB A300-57-6086.</p> <p>(3) Internal lower angle fitting modification programme:</p> <p>(3.1) Within 15 100 FC or 38 900 flight hours (FH) accumulated since the aeroplane first flight, whichever occurs first, modify the angle fitting attachment holes by cold expansion in accordance with the Accomplishment Instructions of Airbus SB A300-57-6050 Revision 3.</p> <p>(3.2) Aeroplanes which were near to, or which had exceeded, the predefined value on 06 January 2001 [the effective date of AD 2000-533-328], must have been modified within the grace periods defined in paragraphs 1.B.(4).(a) and (b) of SB A300-57-6050 Revision 3 (the effective date of AD 2000-533-328 being then taken as reference).</p> <p><b>New requirements of this AD:</b></p> <p>(4) Inspection programme for the aft bottom panel:</p> <p>(4.1) As per SB A300-57-6086 Revision 5, the CONF 001 is valid for aeroplanes on which SB A300-57-6050 is not embodied or on which</p>

	<p>Mod. No. 10155 (Serial Solution) is embodied.</p> <p>Within 13 400 FC or 34 600 FH from the first flight of the aeroplane, whichever occurs first, or</p> <p>within 650 FC or 8 months whichever occurs first after the effective date of this AD, for those aeroplanes that have already exceeded 13 400 FC or 34 600 FH from the first flight of the aeroplane,</p> <p>perform an ultrasonic inspection of the LH and RH aft bottom panel of the CWB in accordance with the Accomplishment Instructions of Airbus SB A300-57-6086 Revision 05.</p> <p>(4.2) As per SB A300-57-6086 Revision 5, the CONF 002 is valid for aircraft on which SB A300-57-6050 is embodied.</p> <p>Within 13 400 FC or 34 600 FH following embodiment of Airbus SB A300-57-6050 (at any revision), whichever occurs first, or</p> <p>within 650 FC or 8 months, whichever occurs first after the effective date of this AD, for those aeroplanes that have already exceeded 13 400 FC or 34 600 FH from embodiment of Airbus SB A300-57-6050 (at any revision),</p> <p>perform an ultrasonic inspection of the LH and RH aft bottom panel of the CWB, in accordance with the Accomplishment Instructions of Airbus SB A300-57-6086 Revision 05.</p> <p>(4.3) Thereafter, at intervals defined in Table 1 of this AD and depending on the value of the Average Flight Time (AFT) which must be determined by the operator, repeat the ultrasonic inspection, in accordance with the Accomplishment Instructions of Airbus SB A300-57-6086 Revision 05.</p> <p style="text-align: center;">Table 1 - Ultrasonic Inspection</p> <table border="1"> <thead> <tr> <th>Average Flight Time (AFT)</th><th>Interval, whichever occurs first</th></tr> </thead> <tbody> <tr> <td>AFT &gt; 1.5 FH/FC</td><td>1 260 FC or 2 720 FH</td></tr> <tr> <td>AFT &lt; 1.5 FH/FC</td><td>1 360 FC or 2 200 FH</td></tr> </tbody> </table> <p>(4.4) Depending on the results of each inspection as required by paragraph (4.1), (4.2) or (4.3) of this AD, as applicable, before next flight, contact Airbus for the required corrective actions and apply them accordingly.</p> <p>(5) Within 30 days after each inspection as required by paragraph (4) of this AD, report all inspection results (including no finding) to AIRBUS. For that purpose, the Inspection report of SB A300-57-6086 Revision 05 may be used.</p> <p>(6) Accomplishment of corrective action(s) as required by paragraph (4.4) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (4.3) of this AD.</p>	Average Flight Time (AFT)	Interval, whichever occurs first	AFT > 1.5 FH/FC	1 260 FC or 2 720 FH	AFT < 1.5 FH/FC	1 360 FC or 2 200 FH
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Ref. Publications:	<p>Airbus SB A300-57-6049 Revision 7 dated 22 December 2006.</p> <p>Airbus SB A300-57-6050 Revision 3 dated 31 May 2001.</p> <p>Airbus SB A300-57-6086 Revision 5 dated 30 January 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>						
Remarks:	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>2. This AD was posted on 28 March 2012 as PAD 12-024 for consultation until</p>						

	<p>25 April 2012. No comments were received during the consultation period.</p> <ol style="list-style-type: none"><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>
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