

EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2014-0265	
	Date: 09 December 2014	
<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 Change Approval Holder's Name:	Type/Model designation(s):	
AIRBUS	A300 aeroplanes	
TCDS Number:	EASA.A.172	
Foreign AD:	Not applicable	
Supersedure:	This AD supersedes EASA AD 2007-0091 dated 10 April 2007.	
ATA 53	Fuselage – Widespread Fatigue Damage / Sections 13 to 18 Longitudinal Lap Joints – Inspection	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	<p>Airbus A300 aeroplanes, all certified models, all manufacturer serial numbers, (MSN), except those on which Airbus modification (MOD) 2611 has been embodied in production.</p> <p>Note: Airbus MOD 2611 has been embodied in production from MSN 157 onwards.</p>	
Reason:	<p>Cracks were found on in-service aeroplanes in Sections 13 to 18 of the fuselage between rivets of longitudinal lap joints between frames (FR) 18 and FR80.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.</p> <p>To address this unsafe condition, Airbus developed an inspection programme for the longitudinal lap joints and repairs between FR18 and FR80, and EASA issued AD 2007-0091 to require the implementation of that programme.</p> <p>Since EASA AD 2007-0091 was issued, new Widespread Fatigue Damage regulation has been issued. This new regulation led to the revision of the maintenance programme for the longitudinal lap joints and repairs between FR18 and FR80.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2007-0091, which is superseded, and requires implementation of the revised inspection programme.</p>	
Effective Date:	23 December 2014	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p><u>Restatement of the requirements of EASA AD 2007-0091:</u></p> <p>(1) Within the initial compliance time, and, thereafter, at the intervals defined in Table 1 of this AD, inspect, from the inside, the bonded inner doublers of the longitudinal lap joints in Sections 13 to 18 in accordance with the instructions of Airbus Service Bulletin (SB) A300-53-0229 Revision 05.</p> <p style="text-align: center;">Table 1- Compliance time for inspection, whichever occurs first, years or flight cycles (FC)</p> <table border="1" data-bbox="568 510 1460 996"> <thead> <tr> <th>Section</th> <th>Threshold, since aeroplane first flight</th> <th>Interval, not to exceed</th> </tr> </thead> <tbody> <tr> <td>Section 13, above and including Stringer (STG) 22, left hand (LH) side; Section 14, above and including STG 22, LH and right hand (RH) sides</td> <td>15 years or 24 000 FC</td> <td>7 years or 12 000 FC</td> </tr> <tr> <td>Sections 15 through 18 (except STG 31 LH and RH); Sections 13 and 14 below STG 22</td> <td>15 years or 24 000 FC</td> <td>8.5 years or 12 000 FC</td> </tr> <tr> <td>Sections 16 and 17, STG 31</td> <td>12 years or 24 000 FC</td> <td>7 years or 12 000 FC</td> </tr> </tbody> </table> <p>(2) If, during any inspection as required by paragraph (1) of this AD, any disbonding or corrosion is found, within the compliance time defined in Airbus SB A300-53-0229 Revision 05, accomplish the applicable corrective actions and post-repair follow-on actions in accordance with the instructions of Airbus SB A300-53-0229 Revision 05.</p> <p><u>New requirements of this AD:</u></p> <p>(3) Within the thresholds and, thereafter, at intervals not to exceed the values defined in Airbus SB A300-53-0211 Revision 08, accomplish repetitive rototests and/or ultrasonic inspections, as applicable, of the longitudinal lap joints in Sections 13 through 18, in accordance with the instructions of Airbus SB A300-53-0211 Revision 08.</p> <p>(4) If, during any rototest or ultrasonic inspection as required by paragraph (3) of this AD, any crack is found, accomplish the applicable corrective actions and post-repair follow-on actions within the compliance time defined in, and in accordance with the instructions of, Airbus SB A300-53-0211 Revision 08.</p> <p>(5) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A300-53-0211 at Revision 07, are acceptable to comply with the initial requirements of paragraphs (3) and (4) of this AD.</p>	Section	Threshold, since aeroplane first flight	Interval, not to exceed	Section 13, above and including Stringer (STG) 22, left hand (LH) side; Section 14, above and including STG 22, LH and right hand (RH) sides	15 years or 24 000 FC	7 years or 12 000 FC	Sections 15 through 18 (except STG 31 LH and RH); Sections 13 and 14 below STG 22	15 years or 24 000 FC	8.5 years or 12 000 FC	Sections 16 and 17, STG 31	12 years or 24 000 FC	7 years or 12 000 FC
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<p>Ref. Publications:</p>	<p>Airbus SB A300-53-0229 Revision 05 dated 08 April 1997.</p> <p>Airbus SB A300-53-0211 Revision 08 dated 26 November 2013.</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>	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p>												

	<ol style="list-style-type: none">2. This AD was posted on 17 October 2014 as PAD 14-151 for consultation until 14 November 2014. No comments were received during the consultation period.3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification 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.
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