


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	<p>PAD No.: 12-028</p> <p>Date: 10 April 2012</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance / cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>		
Type Approval Holder's Name :	Type/Model designation(s) :	
AIRBUS	A300-600 aeroplanes	
TCDS Number :	France N° 145	
Foreign AD :	Not applicable	
Supersedure :	None	
ATA 53	Fuselage – Frame Base Fitting between Frames 41 and 46 – Inspection / Repair	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	A300B4-603, A300B4-605R, A300B4-620, A300B4-622, A300B4-622R and A300C4-605R/F, A300C4-620, A300F4-605R and A300F4-622R aeroplane models, all serial numbers.	
Reason:	<p>During maintenance checks, cracks were discovered by A300 and A300-600 operators in the frame feet fittings, connecting the frame lower positions to the centre wing box.</p> <p>These occurrences were followed by a dedicated sampling inspection programme carried out by Airbus. During this sampling programme, 22 A300-600 aeroplanes were found with cracks on the lower fittings of frame 44 to frame 46 left hand (LH) and right hand (RH) side.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the fuselage of all aeroplane operated up to the extended service goal (ESG).</p> <p>For the reasons described above, this AD requires repetitive detailed visual inspections of the lower frame fittings between frame 41 and frame 46 and, depending on findings, accomplishment of a repair.</p>	
Effective Date:	[TBD: 14 days after final AD issue date]	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless previously accomplished:</p> <ol style="list-style-type: none"> (1) Initially, within the compliance time specified in Appendix 1 of this AD, as applicable, perform a detailed visual inspection (DVI) of the base fitting of LH and RH frames 41 to 46 of the fuselage in accordance with the instructions of Airbus Service Bulletin (SB) A300-53-6111 Revision 04. (2) Thereafter, at the intervals specified in the planning information paragraph 1.E (2) of Airbus SB A300-53-6111 Revision 04, repeat the DVI as specified in paragraph (1) of this AD. (3) If, during any DVI as required by paragraph (1) or (2) of this AD, discrepancies are detected, within the compliance time specified in Airbus SB A300-53-6111 Revision 04, as applicable, and in accordance with the instructions of Airbus SB A300-53-6111 Revision 04, accomplish the applicable corrective action(s). (4) Within 30 days after each inspection as required by this AD, report all inspection results (including no findings) to Airbus. (5) Accomplishment of corrective action(s) as required by paragraph (3) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (2) of this AD.
<p>Ref. Publications:</p>	<p>Airbus SB A300-53-6111 Revision 04 dated 25 August 2011.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>Airbus Repair Instructions R53810322, R53810323, R53810329, R53810330, R53810331 and R53810332.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 08 May 2012. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS – EIAW (Airworthiness Office, Telephone: + 33 5 61 18 41 39, Fax: + 33 5 61 93 44 51).

Appendix 1

Note 1: For the purpose of this AD, the Average Flight Time (AFT) is defined as a computation of the number of flight hours (FH) divided by the number of flight cycles (FC) accumulated since last inspection, or since aeroplane first flight, as applicable.

Frame configuration and aeroplanes utilization		Compliance time, A or B, whichever occurs later	
		A	B
Frame(s) without any repair accomplished	Aeroplanes operated with AFT more than 1,5 hours	5 000 flight cycles (FC) or 10 800 flight hours (FH), whichever occurs first since aeroplane first flight	1 000 FC after the effective date of this AD
	Aeroplanes operated with AFT equal or less than 1,5 Hours	5 400 FC or 8 100 FH, whichever occurs first since aeroplane first flight	
Frame(s) with repair accomplished (see Note 2)	Aeroplanes operated with AFT more than 1,5 Hours	45 400 FC or 98 000 FH, whichever occurs first since frame repair embodiment	
	Aeroplanes operated with AFT equal or less than 1,5 Hours	49 000 FC or 73 500 FH, whichever occurs first since frame repair embodiment	

Note 2: Affected repairs are R53810322, R53810323, R53810329, R53810330, R53810331 and R53810332.