


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	<p>PAD No.: 12-044</p> <p>Date: 14 May 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 of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.</p> <p>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>		
Design Approval Holder's Name:		Type/Model designation(s):
AIRBUS		A300-600 aeroplanes
TCDS Number:	France No.145	
Foreign AD:	Not applicable	
Supersedure:	This AD supersedes DGAC France AD 94-208-169(B)R2 dated 18 October 1997	
ATA 57	Wings – Front and Rear Spar Lower Boom at Rib 9 – Inspection	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	Airbus A300-600 aeroplanes, all certified models, all manufacturer serial numbers, except aeroplanes on which Airbus modification 10161 has been embodied in production.	
Reason:	<p>Full fatigue tests carried out by the manufacturer revealed crack initiation from the bolts holes at inboard and outboard of rib 9, on the front and rear spar bottom booms. Similar cracks at the same area were reported by A300-600 aeroplane operators.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.</p> <p>To address this unsafe condition, DGAC France issued AD 94-208-169(B)R2 to require an ultrasonic inspection of holes inboard and outboard of rib 9 on the front and rear spar bottom booms on Left Hand and Right Hand wings.</p> <p>Since that AD was issued, a fleet survey and updated Fatigue and Damage Tolerance analysis have been performed in order to substantiate the second A300-600 Extended Service Goal (ESG2) exercise. The results of these analyses have shown that the risk for these aeroplanes is higher than initially determined and that, consequently, the inspection threshold and interval must be reduced to allow timely detection of cracks and the accomplishment of an applicable corrective action.</p> <p>For the reasons explained above, this new AD retains the requirements of DGAC France AD 94-208-169(B)R2, which is superseded, and requires the</p>	

	accomplishment instructions within the new thresholds and intervals specified in Revision 04 of Airbus Service Bulletin (SB) A300-57-6037.															
Effective Date:	[TBD: 14 days after final AD issue date]															
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the threshold defined in Table 1 of this AD, as applicable, and thereafter, at intervals not to exceed the compliance time(s) indicated in Table 2 of this AD, as applicable, depending on aeroplane utilization, accomplish an ultrasonic inspection of the lower boom of the front and rear spar inboard and outboard of rib 9 in accordance with the instructions of Airbus SB A300-57-6037 Revision 04.</p> <p>Table 1: Inspection thresholds, whichever occurs later, A or B:</p> <table border="1"> <thead> <tr> <th>Operations (see Note)</th> <th>A: whichever occurs first since aeroplane first flight or since aeroplane modification in accordance with the instructions of Airbus SB A300-57-6039 (at any revision), as applicable</th> <th>B: Whichever occurs first after the effective date of this AD</th> </tr> </thead> <tbody> <tr> <td>Normal range</td> <td>14 100 Flight Cycles (FC) or 30 400 Flight Hours (FH)</td> <td>1 600 FC or 3 400 FH</td> </tr> <tr> <td>Short range</td> <td>15 200 FC or 22 800 FH</td> <td>1 700 FC or 2 500 FH</td> </tr> </tbody> </table> <p>Note: The short range is applicable for aeroplanes with an average flight time lower than 1,5 FH, and the normal range is applicable for aeroplanes with an average flight time equal or higher than 1,5 FH.</p> <p>Table 2: Inspection intervals</p> <table border="1"> <thead> <tr> <th>Operations</th> <th>Compliance time, whichever occurs first</th> </tr> </thead> <tbody> <tr> <td>Normal range</td> <td>3 900 FC or 8 400 FH</td> </tr> <tr> <td>Short range</td> <td>4 200 FC or 6 300 FH</td> </tr> </tbody> </table> <p>(2) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A300-57-6037 Revision 04.</p> <p>(3) Corrective actions, as required by paragraph (2) of this AD, do not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD.</p> <p>(4) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with Airbus SB A300-57-6037 at original issue or Revision 01, or Revision 02, or Revision 03 are acceptable to comply with the initial requirements of paragraph (1) of this AD. After the effective date of this AD, all repetitive inspections and corrective actions must be accomplished in accordance with the instructions of Airbus SB A300-57-6037 Revision 04.</p>	Operations (see Note)	A: whichever occurs first since aeroplane first flight or since aeroplane modification in accordance with the instructions of Airbus SB A300-57-6039 (at any revision), as applicable	B: Whichever occurs first after the effective date of this AD	Normal range	14 100 Flight Cycles (FC) or 30 400 Flight Hours (FH)	1 600 FC or 3 400 FH	Short range	15 200 FC or 22 800 FH	1 700 FC or 2 500 FH	Operations	Compliance time, whichever occurs first	Normal range	3 900 FC or 8 400 FH	Short range	4 200 FC or 6 300 FH
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Ref. Publications:	<p>Airbus SB A300-57-6037 Original issue dated 01 August 1994, or Revision 1 dated 31 August 1995, or Revision 2 dated 9 January 2001, or Revision 3 dated 11 January 2002, or Revision 4 dated 24 February 2011.</p> <p>Airbus SB A300-57-6039 Original issue dated 01 August 1994, or Revision 1 dated 26 October 2011.</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. This Proposed AD will be closed for consultation on 11 June 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 (0)5 6118-4139, Fax: + 33 (0)5 6193-4451.