


EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0201
	Date: 07 October 2015 <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 EU 1321/2014 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 [EU 1321/2014 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 aeroplanes
TCDS Number: EASA.A.172	
Foreign AD: Not applicable	
Supersedure: None	
ATA 54	Nacelles/Pylons – Pylon Side Panels at Rib 8 – Inspection
Manufacturer(s): Airbus (formerly Airbus Industrie)	
Applicability: Airbus A300B4-203, A300B4-2C, A300C4-203 and A300F4-203 aeroplanes, manufacturer serial numbers (MSN) 210, 212, 218, 220, 227, 234, 235, 236, 239, 247, 255, 256, 259, 261, 274, 277, 292, 299, and 302.	
Reason:	<p>Cracks were found on pylon side panels (upper section) at rib 8 on Airbus A300, A310 and A300-600 aeroplanes equipped with General Electric engines. Investigation of these findings indicated that this problem was likely to also affect aeroplanes of this type design with other engine installations.</p> <p>This condition, if not detected and corrected, could lead to reduced strength of the pylon primary structure, possibly resulting in pylon structural failure and in-flight loss of an engine.</p> <p>Prompted by these findings, EASA issued AD 2008-0181 to require repetitive detailed visual inspections and, depending on aeroplane configuration and/or findings, the accomplishment of applicable corrective action(s).</p> <p>Since that AD 2008-0181 was issued, a fleet survey and updated Fatigue and Damage Tolerance analyses 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 consequently, the threshold and interval were reduced to allow timely detection of these cracks and the accomplishment of applicable corrective action(s).</p> <p>Consequently, EASA AD 2013-0136 was published to supersede EASA AD 2008-0181 and to require the inspections to be accomplished within reduced</p>

	<p>thresholds and intervals. Afterwards, AD 2013-0136 was mistakenly revised to reduce the Applicability, because it was considered at the time that aeroplanes on which Airbus mod 03599 was embodied, were not concerned by the requirements of EASA AD 2013-0136.</p> <p>Since EASA AD 2013-0136R1 was issued, a more thorough analysis determined that post-mod 03599 aeroplanes could be affected by this unsafe condition after all.</p> <p>Further deeper review, a list of nineteen A300 aeroplanes was identified as missing in the AD 2013-0136R1 applicability, (aeroplanes post-mod 03599).</p> <p>For the reasons described above this AD retains the requirements of EASA AD 2013-0136R1 and mandates these requirements for the 19 missing A300 aeroplanes MSNs.</p>
Effective Date:	21 October 2015
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within the compliance time and in accordance with the instructions of Airbus SB A300-54-0075 Revision 04, accomplish a detailed visual (DET) inspection of the pylons 1 and 2 side panels (upper section) at rib 8. <p>Note: The “grace period” defined in the Airbus SB A300-54-0075 Revision 04 is to be counted from 22 July 2013 [Effective date of EASA AD 2013-0136].</p> <ol style="list-style-type: none"> (2) If, during the initial DET inspection as required by paragraph (1) of this AD, any crack is found, before next flight, accomplish a High Frequency Eddy Current (HFEC) inspection to confirm the crack in accordance with the instructions of the Airbus SB A300-54-0075 Revision 04. (3) If, during the inspection as required by paragraph (1) of this AD, no crack is found, or if during the HFEC inspection as required by paragraph (2) of this AD, crack indication is not confirmed, accomplish the actions as specified in paragraph (3.1), <u>or</u> (3.2) of this AD. <ol style="list-style-type: none"> (3.1) Repeat the inspection as required by paragraph (1) of this AD at intervals not to exceed the values defined in Airbus SB A300-54-0075 Revision 04. (3.2) Modify the aeroplane within the compliance times defined in, and in accordance with the instructions of, Airbus SB A300-54-0081 (at any revision). (4) If, during the HFEC inspection as required by paragraph (2) of this AD, crack indication is confirmed, but less than 20 mm length, within 1 000 flight cycles after crack confirmation, accomplish the actions as specified in paragraph (4.1) <u>and</u> (4.2) of this AD. <ol style="list-style-type: none"> (4.1) Accomplish a repair in accordance with the instructions of the Airbus SB A300-54-0075 Revision 04. (4.2) Thereafter, within the thresholds and intervals defined in the Airbus SB A300-54-0075 Revision 04, accomplish repetitive inspections in accordance with the instructions of the Airbus SB A300-54-0075 Revision 04. (5) If, during any inspection as required by paragraph (2) of this AD, crack indication is confirmed equal to or exceeding 20 mm, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly. (6) After modification of an aeroplane as specified in paragraph (3.2) of this AD, within the thresholds and intervals defined in the Airbus SB A300-54-0075 Revision 04, accomplish repetitive inspections on that

	<p>aeroplane in accordance with the instructions of the Airbus SB A300-54-0075 Revision 04.</p> <p>(7) If, during any inspection as required by paragraph (6) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.</p> <p>(8) If, during any inspection as required by paragraph (4.2) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.</p> <p>(9) Inspections and corrective actions, accomplished prior to the effective date of this AD, in accordance with the instructions of Airbus SB A300-54-0075 original issue up to Revision 03, are acceptable to comply with the initial requirements of this AD.</p>
Ref. Publications:	<p>Airbus SB A300-54-0075 original issue dated 11 August 1993, or Revision 01 dated 01 November 2007, or Revision 02 dated 26 June 2008, or Revision 03 dated 27 March 2013, or Revision 04 dated 26 May 2015.</p> <p>Airbus SB A300-54-0081 original issue dated 23 May 1995.</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. This AD was posted on 25 August 2015 as PAD 15-111 for consultation until 22 September 2015. 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.