


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 15-108 Date: 19 August 2015 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.	
	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. 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.	
Design Approval Holder's Name: AIRBUS		Type/Model designation(s): A300, A300-600 and A300-600ST aeroplanes
TCDS Number:		ESASA.A.172
Foreign AD:		Not applicable
Supersedure:		This AD supersedes DGAC AD 2003-189(B) dated 14 May 2003, EASA AD 2011-0163 dated 30 August 2011, and EASA AD 2014-0199 dated 05 September 2014.
ATA 53		Wings – Center Wing Frame 40 Lower Outboard Radius – Inspection
Manufacturer(s):		Airbus (formerly Airbus Industrie)
Applicability:		Airbus A300, A300-600 and A300-600ST aeroplanes, all certified models, all manufacturer serial numbers (MSN), except MSN 0003 and aeroplanes on which Airbus modification 10221 has been embodied in production.
Reason:		<p>Cracks were found on the lower outboard radius of frame 40 forward fitting on in-service aeroplanes.</p> <p>This condition, if not detected and corrected, could lead to reduced structural integrity of the aeroplane.</p> <p>To address this unsafe condition, Airbus issued several inspection Service Bulletins (SB) and repair solutions. Consequently, EASA issued AD 2009-0094, which was later superseded by AD 2011-0163, and AD 2014-0199, to require repetitive inspections and corrective actions on the affected areas.</p> <p>Since those ADs were issued, additional in-service findings induced Airbus to do a new fatigue analysis, using a detailed Finite Element Model study, which resulting in defining new inspection methods. Prompted by these results, Airbus issued SB A300-57-0261, SB A300-57-6117 and SB A300-57-9034 (hereafter collectively referenced to as 'the applicable SB' in this AD) to introduce these inspections. These new Inspection SBs supersede and render obsolete the Inspection Service Bulletins No. A300-53-0268 and No. A300-57-6052 and the All Operators Transmissions ref. A300-53A0391, A300-57A6111, A300-53W002-14 and A300-57W003-14.</p>

	For the reason described above, this AD supersedes DGAC AD 2003-189(B), EASA AD 2011-0163 and EASA AD 2014-0199, and requires the new inspections of the affected areas within new thresholds and intervals.
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> <ol style="list-style-type: none"> (1) Within the compliance times (thresholds and intervals, or grace periods, as applicable) as defined in paragraph 1.E.(2) of the applicable SB, inspect the centre wing frame 40 lower outboard radius in accordance with the instructions of the applicable SB. (2) If, during any inspection as required by paragraph (1) of this AD, any crack is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the applicable SB, or contact Airbus for approved instructions and accomplish those instructions accordingly. (3) Within 10 days after each inspection as required by paragraph (1) of this AD, report the results (including no findings) to Airbus. (4) Accomplishment of corrective action(s) on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.
Ref. Publications:	<p>Airbus SB A300-57-0261 original issue dated 11 June 2015.</p> <p>Airbus SB A300-57-6117 original issue dated 28 May 2015.</p> <p>Airbus SB A300-57-9034 original issue dated 11 June 2015.</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 16 September 2015. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification 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 – EIAW (Airworthiness Office) E-mail: continued.airworthiness-wb.external@airbus.com.