



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 16-082

Issued: 31 May 2016

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A300-600 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wing – Stringer Joint at Rib 18 – Inspection / Modification

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A300B4-603, A300B4-605R, A300C4-605R variant F, A300B4-620, A300B4-622, A300B4-622R, A300C4-620 and A300F4-605R aeroplanes, all manufacturer serial numbers, except A300F4-605R aeroplanes that have embodied Airbus modification (mod) 12699 in production.

Reason:

In response to the FAA Part 26 rule change concerning Widespread Fatigue Damage (WFD), all wing structural items of the A300-600 design deemed potentially susceptible to WFD were assessed. The top stringer joints at Rib 18 were highlighted as an area of uniform stress distribution, indicating that cracks may develop in adjacent stringers at the same time which is known as Multi Element Damage (MED). Each affected stringer joint consists of three main load transferring parts: an overlapping flange, two straps attached through the stringer web and a strap on the top flange. All the components of the joint are attached with fasteners. The fastener holes were the subject of a MED WFD analysis, which showed that cracking could occur from a number of the holes in the joint on stringers 11, 12, 13, 14, 15, 16, 17 and 18.



This condition, if not detected and corrected, could reduce the structural integrity of the wing.

Prompted by the conclusion of the WFD analysis, Airbus issued Service Bulletin (SB) A300-57-6118 to provide modification instructions. The modification will both re-life via oversizing and inspect via non-destructive test a defined number of stringer joint fastener holes at Rib 18. This modification will delay the onset of cracking at the stringer joint, providing it is completed at the specified time and will delay the requirement for subsequent inspection.

For the reasons described above, this AD requires a detailed visual inspection (DVI) of the upper wing skin and the top stringer joints at Rib 18, and modification of the stringer joint couplings at Rib 18, on both wings.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, Group 1 aeroplanes are defined as models A300B4-603, A300B4-605R, A300B4-620, A300B4-622 and A300B4-622R. Group 2 aeroplanes are defined as models A300C4-605R variant F, A300C4-620 and A300F4-605R, if in pre-mod 12699 configuration.

Note 2: For the purpose of this AD, 'short range' (SR) is defined as aeroplanes with an average flight time (AFT) of less than 1,5 flight hours (FH) per flight cycle (FC), while 'long range' (LR) is defined as aeroplanes with an AFT equal or higher than 1,5 FH per FC.

- (1) Not before exceeding the lower thresholds as defined in Table 1 of this AD, as applicable, and within the compliance times as specified in Table 2, Table 3, or Table 4 of this AD, as applicable, accomplish a DVI of the upper wing skin and the top stringer joints at Rib 18, and, depending on findings, accomplish all applicable corrective actions and modify the stringer joint couplings at Rib 18 on both wings, in accordance with the instructions of Airbus SB A300-57-6118.

Table 1 – Lower Threshold

Affected aeroplanes	Compliance Time (FC or FH, whichever occurs first since aeroplane first flight)
Group 1, LR	Not before exceeding 30 900 FC or 42 000 FH
Group 1, SR	Not before exceeding 28 700 FC or 57 800 FH
Group 2, LR	Not before exceeding 28 600 FC or 57 200 FH
Group 2, SR	Not before exceeding 34 400 FC or 74 200 FH



Table 2 - Group 1 Aeroplanes - LR

Compliance Time (whichever occurs later, A or B)	
A	Before exceeding 32 500 FC or 70 300FH, whichever occurs first since aeroplane first flight
B	Within 700 FC, or 1 500 FH, or 12 months, whichever occurs first after the effective date of this AD

Table 3 - Group 1 Aeroplanes - SR

Compliance Time (whichever occurs later, A or B)	
A	Before exceeding 35 100 FC or 52 600FH, whichever occurs first since aeroplane first flight
B	Within 700 FC, or 1 000 FH, or 12 months, whichever occurs first after the effective date of this AD

Table 4 – Group 2 Aeroplanes

AFT (see Note 2 of this AD)	Compliance Time (FC or FH, whichever occurs first since aeroplane first flight)
LR	Before exceeding 35 000 FC or 75 700FH
SR	Before exceeding 37 800 FC or 56 700FH

Ref. Publications:

Airbus SB A300-57-6118 original issue dated 30 June 2015.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 28 June 2016.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. 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.

