



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 16-115

Issued: 29 July 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: This AD supersedes EASA AD 2016-0085 dated 28 April 2016.

ATA 57 – Wings – Fuselage Frame 40 Lower Outboard Radius – Inspection

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A300 B4-605R, A300 B4-622R, A300 C4-605R Variant F, A300 F4-605R and A300 F4-622R on which Airbus modification (mod) 10221 was embodied in production.

Reason:

Following a full stress analysis of the Frame (FR) 40 lower area, supported by a Finite Element Model (FEM), of the post-mod 10221 configuration, it was demonstrated that, for the FR40 forward fitting lower radius, a crack could occur after a certain amount of flight cycles (FC).

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

To address this potential unsafe condition, Airbus established that crack detection could be achieved through a special detailed inspection (SDI) using a high frequency eddy current (HFEC) method, and issued Alert Operators Transmission (AOT) A57W009-16 to provide those inspection instructions.



Consequently, EASA issued AD 2016-0085 to require a one-time SDI of the FR40 lower area and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, further cracks were detected, originating from the fastener hole, and, based on these findings, it was determined that inspection area must be enlarged, and Airbus AOT A57W009-16 Revision (Rev.) 01 was issued accordingly.

For the reasons described above, this AD retains the requirements of EASA AD 2016-0085, which is superseded, extends the area of inspection, and requires an additional inspection for aeroplanes previously inspected.

The one-time SDI for high cycle aeroplanes is intended to mitigate the highest risks within the fleet. Airbus is currently developing instructions for repetitive inspections that are likely to be the subject of further AD action.

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

Required as indicated, unless accomplished previously:

- (1) Within the compliance time specified in Table 1 of this AD, accomplish an SDI of the FR40 outer radius in accordance with the instructions of Airbus AOT A57W009-16 Rev. 01.

Table 1

Compliance Time (whichever occurs later, A or B)	
A	Before exceeding 19 000 FC or 41 000 flight hours (FH), whichever occurs first since aeroplane first flight
B	Within 300 FC or 630 FH , whichever occurs first after 12 May 2016 [the effective date of EASA AD 2016-0085]

- (2) For aeroplanes that have already been inspected, before the effective date of this AD, in accordance with the instructions of Airbus AOT A57W009-16 at original issue, within 300 FC or 630 FH, whichever occurs first after that inspection, accomplish a one-time additional SDI in accordance with the instructions of Airbus AOT A57W009-16 Rev. 01.
- (3) If, during the inspection as required by paragraph (1) or (2) of this AD, as applicable, any crack is found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.
- (4) Within 30 days after the inspection as required by paragraph (1) or (2) of this AD, as applicable, report the results (including no findings) to Airbus.

Ref. Publications:

Airbus AOT A57W009-16 original issue, dated 25 February 2016, or Revision 01, dated 13 July 2016.

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 26 August 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.

