



# Notification of a proposal to issue an Airworthiness Directive

**PAD No.: 16-117**

**Issued: 02 August 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, A310, A300-600 and A300-600 ST aeroplanes

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

**TCDS Number(s):** EASA.A.172 and EASA.A.014

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 57 – Wing – Damage Limitations Changes in Structural Repair Manual – Inspection / Repair

### Manufacturer(s):

Airbus (formerly Airbus Industrie)

### Applicability:

Airbus A300, A300-600, A300-600ST and A310 aeroplanes, all certified models, all manufacturer serial numbers.

### Reason:

A static analysis performed by Airbus on A300, A310, A300-600, and A300-600ST aeroplanes, revealed that some areas of the wing structure cannot sustain the damage previously published in the A300, A310, A300-600, and A300-600ST Structural Repair Manuals (SRM).



The SRMs were therefore amended to reduce the dimensions of allowable damage and to indicate the areas of the wing structure where damage is no longer acceptable.

This condition, if not detected, could reduce the structural integrity of the wings.

Consequently, Airbus issued Service Bulletins (SB) A300-57-0256, A310-57-2102, A300-57-6114, and A300-57-9027 (hereafter referred to as “the applicable Airbus SB”), as applicable for A300, A310, A300-600, and A300-600ST aeroplanes, to inspect the areas identified in these SBs and determine if the repair(s) or damage(s) found stay within the limits indicated in the latest SRM issue (including temporary revisions).

For the reason described above, this AD requires accomplishment of an inspection of the aeroplane records. If aeroplane records are missing or incomplete, a Detail Inspection (DET) of specific wing areas is required to ensure that no repair or damage is beyond the limits allowed in the current revision of the SRM (including temporary revisions).

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

Required as indicated, unless accomplished previously:

- (1) Within 36 Months after the effective date of this AD, accomplish an inspection of the aeroplane maintenance records in accordance with the instructions of the applicable Airbus SB, provided that the aeroplane configuration can be conclusively determined from that review. If the aeroplane records are missing or are not complete, accomplish DET of the left hand and right hand wing areas, in accordance with the instructions of the applicable Airbus SB.
- (2) If during any inspection of aeroplane maintenance records or DET accomplishment, as required by paragraph (1) of this AD, any repair or damage is found, that is outside the limits allowed in the current SRM revision (including temporary revisions), accomplish the associated corrective actions in accordance with the instruction of the applicable Airbus SB.

**Ref. Publications:**

Airbus SB A300-57-0256 original issue dated 03 August 2015.

Airbus SB A310-57-2102 original issue dated 03 August 2015.

Airbus SB A300-57-6114 original issue dated 03 August 2015.

Airbus SB A300-57-9027 original issue dated 03 August 2015.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 30 August 2016.



2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:continued.airworthiness-wb.external@airbus.com).

