



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 18-152**

**Issued: 12 November 2018**

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 and A300-600ST 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:** This AD supersedes DGAC France AD 1998-040-012(B)R1 dated 24 January 2001 and AD F-1995-063-177R5 dated 12 November 2003.

### ATA 57 – Wings – Centre Section Frame 40 Forward Fitting Radius at Tension Bolt Junction – Inspection / Repair

**Manufacturer(s):**

Airbus, formerly Airbus Industrie

**Applicability:**

Airbus A300-600 aeroplanes, all certified models except A300F4-622R, all manufacturer serial numbers (MSN), except those on which Airbus modification 12170 was embodied in production, and A300F4-608ST aeroplanes, all MSN.

**Definitions:**

For the purpose of this AD, the following definitions apply:

**The applicable SB:** Airbus Service Bulletin (SB) A300-57-6062 Revision 05, and SB A300-57-9036, as applicable.

**AFT:** Average flight time (AFT) can be determined by dividing the flight hours (FH), specified in hours and hundredth of hours, by flight cycles (FC), counted from first flight, unless otherwise stated, for



selecting the inspection threshold (TH) and from the last inspection for selecting the inspection interval.

#### Reason:

During sampling inspection on A300 fleet, cracks were reported in the radius of frame (FR) 40, adjacent to the tension bolts at the centre wing/outer wing.

This condition, if not detected and corrected, could lead to a reduction of the residual strength of the structure and lead to extensive repairs.

Prompted by these findings and to address this potential unsafe condition on A300-600 fleet, Airbus issued SB A300-57-6062 to provide inspection instructions. Consequently, DGAC France published AD 95-063-177 for A300-600 aeroplanes (except A300F4-622R), followed by AD 98-040-012 for A300-600ST aeroplanes (both ADs later revised) to require initial and repetitive ultrasonic test (UT) and high-frequency eddy current (HFEC) inspections and, depending on findings, accomplishment of applicable corrective action(s). Depending on a crack finding, Airbus SB A300-57-6062 instructs to accomplish a repair per SB A300-57-6084 to restore FR40 strength capability. That SB does not apply to A300-600ST aeroplanes.

Since DGAC France AD 1998-040-012(B)R1 and AD F-1995-063-177R5 were issued, material data used in the frame of fatigue and damage tolerance analysis have been changed. It was determined that the existing threshold and interval values must be reduced. Consequently, Airbus revised SB A300-57-6062 to Revision 05 to take into account the new thresholds and intervals. At this opportunity Airbus issued SB A300-57-9036, specifically for A300-600ST aeroplanes.

For the reasons described above, this AD retains the requirements of DGAC France AD 1998-040-012(B)R1 and AD F-1995-063-177R5, which are superseded, and introduces new thresholds and intervals for the required inspections.

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

Required as indicated, unless accomplished previously:

#### Inspection(s):

- (1) For aeroplanes not repaired in accordance with Airbus SB 300-57-6084, within the thresholds defined in Table 1 of this AD accomplish an UT inspection and, if necessary, an HFEC inspection, and, thereafter, at intervals not exceeding the values defined in Table 3 of this AD, accomplish either an UT or HFEC inspection in accordance with the instructions of the applicable SB.
- (2) For A300-600 aeroplanes already repaired in accordance with Airbus SB 300-57-6084, within the thresholds defined in Table 2 of this AD, and thereafter, at intervals not exceeding the values defined in Table 3 of this AD, accomplish an HFEC inspection in accordance with the instructions of the applicable SB.

#### Corrective Action(s):

- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, any crack or damage is detected within the limits defined in the applicable SB, before next flight,



accomplish the applicable corrective action(s) in accordance with the instructions of the applicable SB.

- (4) If, during any inspection as required by paragraphs (1) or (2) of this AD, any crack or damage is detected beyond the limits defined in the applicable SB, before next flight, contact Airbus for approved instructions and accomplish those instructions.

Table 1: Initial UT inspection for aeroplanes not repaired as per SB 300-57-6084

<b>Compliance Time</b> (whichever occurs later <b>A</b> or <b>B</b> )	
<b>A</b>	AFT $\geq$ 1.5: Before exceeding 7 600 FC or 16 400 FH, whichever occurs first since aeroplane first flight AFT < 1.5: Before exceeding 8 200 FC or 12 300 FH, whichever occurs first since aeroplane first flight
<b>B</b>	Within 12 months after the effective date of this AD, without exceeding the inspection thresholds as defined in Airbus SB A300-57-6062 Revision 02 and later revisions

Table 2: Initial HFEC inspection for A300-600 aeroplanes repaired as per SB 300-57-6084

<b>Compliance Time</b> (whichever occurs later <b>A</b> or <b>B</b> )	
<b>A</b>	AFT* $\geq$ 1.5: Before exceeding 11 100 FC or 23 900 FH, whichever occurs first since SB A300-57-6084 embodiment on aeroplane AFT* < 1.5: Before exceeding 11 900 FC or 17 900 FH, whichever occurs first since SB A300-57-6084 embodiment on aeroplane
<b>B</b>	Within 12 months after the effective date of this AD, without exceeding the inspection thresholds as defined in Airbus SB A300-57-6062 Revision 02 and later revisions

(\*) AFT = FH/FC to be counted from SB 300-57-6084 embodiment.

Table 3: Inspection methods and corresponding Intervals

<b>Inspection Method</b>	<b>Intervals</b> (not to exceed, FC or FH, whichever occurs first)
UT	AFT $\geq$ 1.5: 2 800 FC or 6 000 FH AFT < 1.5: 3 000 FC or 4 500 FH
HFEC	AFT $\geq$ 1.5: 1 300 FC or 2 800 FH AFT < 1.5: 1 400 FC or 2 100 FH

### Reporting:

- (5) Within 30 days after each inspection as required by this AD, report all inspection results (including no findings) to Airbus.



**Credit:**

- (6) Inspection(s) and corrective action(s) on an aeroplane, accomplished before the effective date of this AD, in accordance with the instructions of Airbus SB A300-57-6062 Revision 02, or Revision 03, or Revision 04, is acceptable to comply with the initial requirements of paragraphs (1), (2), (3) and (4) of this AD for that aeroplane.

**Terminating Action:**

- (7) None.

**Ref. Publications:**

Airbus SB A300-57-6062 Revision 02 dated 29 January 1997, or Revision 03 dated 26 October 2000, or Revision 04 dated 12 November 2002, and Revision 05 dated 03 October 2018.

Airbus SB A300-57-9036 original issue dated 03 October 2018.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 10 December 2018.
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. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. 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).

