



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-104

Issued: 22 July 2021

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, 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: None

ATA 57 – Wings – Main Landing Gear Support Rib 5 – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

A300, A300-600 and A300-600ST aeroplanes, models having a manufacturer serial number as listed in the AOT.

Definitions:

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

The AOT: Airbus Alert Operators Transmission (AOT) A57W017-21.

Affected area: Main landing gear (MLG) support Rib 5 lower flange, inboard and outboard of Rib 5, on right-hand and left-hand sides, as indicated in the AOT.

Affected part: Any MLG support Rib 5, except those having Part Number (P/N) A57240810-006, P/N A57240810-007, P/N A57240810-008, P/N A57240810-009, P/N A57240810-010 or P/N A57240810-011.



Reason:

Occurrences were reported of finding cracks in the affected area during routine maintenance checks. The cracks were found on aeroplanes which do not have Airbus modification 11912 embodied and on which fastener hole spot facing modifications had been embodied in the affected area.

This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the AOT to provide inspection instructions.

For the reason described above, this AD requires a one-time detailed inspection (DET) of the affected area, and, depending on findings, accomplishment of a one-time fluorescent penetrant inspection (FPI) around some fastener holes in the affected area and/or accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

One-Time DET:

- (1) Within 400 flight cycles or 4 months, whichever occurs first after the effective date of this AD, accomplish a DET of the affected area on each affected part in accordance with the instructions of the AOT.

One-Time FPI:

- (2) If, during the DET as required by paragraph (1) of this AD, no crack is detected, before next flight, accomplish an FPI around the fastener holes spot facing in accordance with the instructions of the AOT.

Corrective Action(s):

- (3) If, during the DET or the FPI as required by paragraph (1) or (2) of this AD, as applicable, any crack is detected, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

Ref. Publications:

Airbus AOT A57W017-21 original issue dated 01 July 2021.

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

Remarks:

1. This Proposed AD will be closed for consultation on 05 August 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – IIAW (Airworthiness Office),
E-mail: continued.airworthiness-wb.external@airbus.com.

