


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 08-100</b></p> <p><b>Date: 02 September 2008</b></p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>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 closing date indicated.</p>	
<p><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A300, A310 and A300-600 aircraft</p>
<p>TCDS Number : France N° 145</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : This AD supersedes DGAC France AD F-1997-006-210R2 dated 30 March 2005, EASA approval number 2005-2576.</p>	
<b>ATA 57</b>	<b>Wings – Centre Wing Bottom Skin at Rib 1 – Inspection</b>
<p>Manufacturer(s): AIRBUS (formerly AIRBUS INDUSTRIE)</p>	
<p>Applicability: A300, A310 and A300-600 aircraft, all certified models, all serial numbers, except A300-600 aircraft that have incorporated Airbus modification 10599.</p>	
Reason:	<p>DGAC France issued AD F-1997-006-210 to detect the presence of corrosion and prevent crack propagation at the wing bottom skin, inboard of the Rib 1 external lower surface splice, between FR40 and FR47. This condition, if not corrected, could affect the structural integrity of the airframe.</p> <p>AD F-1997-006-210 was revised to expand the choice of applicable Service Bulletins (SB). Revision 2 of the AD was issued to inform A300-600 operators to refer to revision 4 of Airbus SB A300-57-6047, converting flight cycles/"Fatigue rating" into flight cycles/flight hours.</p> <p>Recently, a dedicated maintenance task has been included through the A300-600 MRBR for aircraft post-modification 10599. In order to take this new inspection program into account, Airbus has updated the relevant SB A300-57-6047.</p> <p>For the reason stated above, this new AD retains the requirements of DGAC France AD F-1997-006-210R2, which is superseded, and excludes those A300-600 aircraft from the Applicability that have incorporated Airbus modification 10599.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 5 years since new or within 18 months after 11 January 1997 [the effective date of DGAC AD F-1997-006-210, original issue], whichever occurs later, accomplish a detailed visual corrosion inspection and corrective actions if necessary, in accordance with the instructions of SB A300-57-0204 revision 01 or A310-57-2061 revision 01 or A300-57-6047 revision 05, as applicable to aircraft model.</p> <p>For aircraft in service for 15 to 20 years on 11 January 1997 [the effective date of DGAC AD F-1997-006-210 on original issue], this first inspection must be performed within 12 months after 11 January 1997 [the effective date of DGAC AD F-1997-006-210 at original issue].</p> <p>For aircraft in service for more than 20 years on 11 January 1997 [the effective date of DGAC AD F-1997-006-210 on original issue], this first inspection must be performed within 12 months after 11 January 1997 [the effective date of DGAC AD F-1997-006-210 at original issue].</p> <p>(2) After the initial inspection as required by paragraph (1) of this AD, at intervals not to exceed 5 years, repeat the corrosion inspection and corrective actions if necessary in accordance with the instructions of SB A300-57-0204 revision 01 or A310-57-2061 revision 01 or A300-57-6047 revision 05, as applicable to aircraft model.</p> <p>(3) Depending on the results of each corrosion inspection as required by this AD and the reworked depth, within the thresholds and intervals defined in SB A300-57-0204 revision 01 or A310-57-2061 revision 01 or A300-57-6047 revision 5, as applicable to aircraft model, accomplish an inspection to detect possible cracks and apply approved repair solution if needed, in accordance with the instructions of SB A300-57-0204 revision 01 or A310-57-2061 revision 01 or A300-57-6047 revision 05, as applicable to aircraft model.</p> <p>When cracks are detected, before further flight, contact Airbus for approved instructions and accomplish those instructions accordingly.</p> <p>The thresholds and intervals given for the fatigue inspection programmes have been determined for average flight times of:</p> <ul style="list-style-type: none"> <li>- 65 minutes for A300B1 and A300B2 series,</li> <li>- 80 minutes for A300B4-100 series,</li> <li>- 125 minutes for A300B4-200 series, A300C4-203, A300F4-203 models,</li> <li>- 95 minutes for A310 series, and</li> <li>- 125 minutes for A300-600 series.</li> </ul> <p>When the aircraft is operated with different flight times, inspection thresholds and intervals must be adjusted in accordance with the methods and the FR (Fatigue Rating) defined by SB A300-57-0204 revision 01 or A310-57-2061 revision 01, as applicable to aircraft model.</p> <p>(4) Inspections and corrective actions accomplished in accordance with any previous issue of an Airbus SB identified in this AD are acceptable for compliance with the requirements in this AD.</p>
Ref. Publications:	<p>AIRBUS Service Bulletin A300-57-0204 Revision 01  AIRBUS Service Bulletin A310-57-2061 Revision 01  AIRBUS Service Bulletin A300-57-6047 Revision 05</p> <p>The use of later approved revisions of these documents is acceptable for compliance with requirements of this AD.</p>
Remarks :	<p>1. This Proposed AD will be closed for consultation on 30September 2008.</p> <p>2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification</p>

	<p>Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</p> <p>3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51).</p>
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