


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2010 – 0250</p> <p>Date: 29 November 2010</p> <p>Note: This Airworthiness Directive (AD) 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>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
Type Approval Holder's Name :		Type/Model designation(s) :
AIRBUS		A300, A300-600 aeroplanes
TCDS Number :	France No 145	
Foreign AD :	None	
Supersedure :	Not applicable	
ATA 57	Wings – Main Landing Gear (MLG) Attachment - Inspection	
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE).	
Applicability:	<p>Airbus A300B4-103, B4-120, B4-203, B4-2C, C4-203 and F4-203 aeroplane models, all serial numbers, except those where Left Hand (LH) and Right Hand (RH) wing MLG rib 5 forward lugs have been repaired by installation of oversized interference fit bushes as per Airbus Repair Instruction R57240221, or those where LH and RH wing have had Airbus Service Bulletin (SB) A300-57-0249 embodied in service.</p> <p>Airbus A300-600 aeroplanes, all models, all serial numbers, except those where LH and RH wing MLG rib 5 forward lugs have been repaired by installation of oversized interference fit bushes as per Airbus Repair Instruction R57240221, or those where LH and RH wing have had Airbus SB A300-57-6106 embodied in service.</p>	
Reason:	<p>During routine visual inspection, a crack has been found in the wing MLG rib 5 aft bearing forward lug on two A310 in-service aeroplanes. Laboratory examination of cracked ribs confirmed that the crack was due to the presence of pitting corrosion in the forward lug hole. Also on both aeroplanes medium to heavy corrosion was found in the forward lugs on the opposite wing after removal of the bushes. Similarly to A310 aeroplanes, A300 and A300-600 aeroplanes are concerned by this situation which, if not detected, could affect the structural integrity of the MLG attachment.</p>	

	<p>The aim of the Emergency Airworthiness Directive (EAD) 2006-0372-E was to mandate, for A300 and A300-600 aeroplanes, repetitive detailed visual inspections (DVI) of wing MLG rib 5 aft bearing forward lugs for detection of through cracks.</p> <p>Since then, in order to ensure the detection of any crack in the forward lug of the RH and LH MLG rib 5 aft bearing attachment at an early stage, Airbus has developed a new inspection by means of ultrasonic method. Due to the early crack detection possibility, this new means of inspection also enables extension of the inspection interval.</p> <p>For technical reasons, this new means of inspection is only applicable to A300B4, C4, and F4 and A300-600 aeroplane series (not to A300B2 aeroplane series).</p> <p>For these reasons, this new AD, applicable to A300B4, C4, and F4 and A300-600 aeroplane series, retains the requirements of EASA AD 2006-0372-E (revised to remove A300B4, C4, and F4 and A300-600 aeroplane series from the applicability) and adds new inspection program requirements.</p>						
<p>Effective Date:</p>	<p>13 December 2010</p>						
<p>Required action(s) and Compliance Time(s):</p>	<p>(1) Initially, within the time indicated in Table 1 of this AD, or, for aeroplanes that have been previously inspected as required by EASA AD 2006-0372-E, within 100 flight cycles (FC) after the latest detailed visual inspection (DVI), accomplished in accordance with the instructions of Airbus Alert SB A300-57A0248 or A300-57A6105, as applicable to aeroplane level, accomplish a DVI or an ultrasonic inspection of the LH and RH MLG rib 5 aft bearing forward lugs, in accordance with the instructions of Airbus SB A300-57-0251 or SB A300-57-6107, as applicable to aeroplane model.</p> <p style="text-align: center;">Table 1</p> <table border="1" data-bbox="512 1182 1423 1480"> <thead> <tr> <th data-bbox="512 1182 1027 1261">Flight cycles (FC) accumulated on the effective date of this AD</th> <th data-bbox="1027 1182 1423 1261">Compliance time</th> </tr> </thead> <tbody> <tr> <td data-bbox="512 1261 1027 1373">Less than 12 000 FC, since first flight or since LH or RH MLG rib 5 replacement, as applicable</td> <td data-bbox="1027 1261 1423 1373">Before accumulating 12 000 FC</td> </tr> <tr> <td data-bbox="512 1373 1027 1480">12 000 FC or more, since first flight or since LH or RH MLG rib 5 replacement, as applicable</td> <td data-bbox="1027 1373 1423 1480">Within 10 days after the effective date of this AD</td> </tr> </tbody> </table> <p>(2) Thereafter, accomplish a DVI at intervals not to exceed 100 FC, or an ultrasonic inspection at intervals not to exceed 675 FC, as applicable, of the LH and RH MLG rib 5 aft bearing forward lugs, in accordance with the instructions of Airbus SB A300-57-0251 or SB A300-57-6107, as applicable to aeroplane model.</p> <p>(3) If, during any DVI as required by paragraph (1) or (2) of this AD, a crack is detected, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.</p> <p>(4) If, during any ultrasonic inspection as required by paragraph (1) or (2) of this AD, a crack is detected, before next flight, report to Airbus and accomplish a DVI.</p> <p>(4.1) If, during the DVI as required by paragraph (4) of this AD, no crack is detected, repeat the DVI at intervals not exceeding 100 FC and contact Airbus for approved repair instructions and accomplish those instructions accordingly, within the time period specified in those instructions.</p>	Flight cycles (FC) accumulated on the effective date of this AD	Compliance time	Less than 12 000 FC, since first flight or since LH or RH MLG rib 5 replacement, as applicable	Before accumulating 12 000 FC	12 000 FC or more, since first flight or since LH or RH MLG rib 5 replacement, as applicable	Within 10 days after the effective date of this AD
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	<p>(4.2) If, during the DVI as required by paragraph (4) of this AD, a crack is detected, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.</p> <p>(5) Within 30 days after accomplishment of the first inspection, fill-in and forward the SB A300-57-0251 or A300-57-6107 inspection report sheet, as applicable to aeroplane model, including no finding situation, to Airbus.</p> <p>(6) Modification of an aeroplane in accordance with the instructions of Airbus SB A300-57-0249, or SB A300-57-6106, as applicable to aeroplane model, constitutes terminating action for the repetitive inspection requirements of this AD.</p>
Ref. Publications:	<p>AIRBUS Service Bulletins A300-57-0251 original issue, A300-57-6107 original issue, A300-57-0249 original issue, A300-57-6106 original issue, Alert SB A300-57A0248, A300-57A6105 and AIRBUS Repair Instruction R57240221.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – Airworthiness Office – EAW Fax: + 33 5 61 93 44 51.