

<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>	
	<p><b>PAD No.: 09-012</b></p> <p><b>Date: 19 March 2009</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. If 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>		
<b>Type Approval Holder's Name :</b>	<b>Type/Model designation(s) :</b>	
AIRBUS	A300 and A300-600 aeroplanes	
TCDS Number :	France N° 145	
Foreign AD :	Not applicable	
Supersedure :	None	
<b>ATA 53, 57</b>	<b>Fuselage / Wings – Frame 40 Forward Fitting between Stringers 32 and 33 – Inspection / Repair</b>	
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	<p>AIRBUS A300B4-2C, A300B4-103, A300B4-120, A300B4-203, A300-C4-203 and A300F4-203 aeroplanes, all serial numbers, if modified preventively in-service (without crack finding) in accordance with Airbus Service Bulletin (SB) A300-53-0297 (Mod.10453), at any revision.</p> <p>AIRBUS A300B4-601, A300B4-603, A300B4-605R, A300B4-620, A300B4-622, A300B4-622R and A300C4-620 aeroplanes, all serial numbers, if modified preventively in-service (without crack finding) in accordance with Airbus SB A300-57-6053 (Mod.10453), at any revision.</p>	
Reason:	<p>One A300-600 aeroplane operator reported that, during a routine inspection, the RH frame 40 forward fitting between stringer 32 and stringer 33 was found cracked. The subject aeroplane had previously been modified in accordance with Airbus SB A300-57-6053 (Airbus Modification 10453).</p> <p>This condition, if not corrected, could adversely result in a deterioration of the structural integrity of the frame.</p> <p>As no fatigue maintenance tasks (Inspection SB or Airworthiness Limitation Item) presently exist to inspect the affected area for aeroplanes having incorporated Mod. 10453 (without repair), Airbus has developed a new inspection to ensure the structural integrity of this concerned area of frame 40.</p> <p>For the reasons described above, this AD requires a one-time inspection of the frame 40 area and follow-up corrective action(s), depending on findings.</p>	
Effective Date:	[TBD: 14 days after final AD issue date]	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within the applicable compliance time as indicated in Appendix I (Table 1) of this AD, accomplish a one-time Detailed Visual Inspection (DVI) of the forward fitting at frame 40 on both sides of the aeroplane, in accordance with the instructions of Airbus Alert SB A300-53A0387 original issue or Alert SB A300-57A6108 original issue, as applicable to the aeroplane model.</li> <li>(2) In case of no crack finding, within 30 days after the inspection, send the inspection report to Airbus in accordance with Appendix 1 of Airbus Alert SB A300-53A0387 original issue or Alert SB A300-57A6108 original issue, as applicable to the aeroplane model. No further action is required.</li> <li>(3) In case cracks are found, before further flight, send the inspection report to Airbus in accordance with Appendix 1 of Alert SB A300-53A0387 original issue or Alert SB A300-57A6108 original issue, as applicable to the aeroplane model and, if the crack(s) can be repaired, accomplish the repair(s) in accordance with the instructions of paragraph C.(1) of Airbus Inspection SB (ISB) A300-53-0268 revision 06 or ISB A300-57-6052 revision 03, as applicable to the aeroplane model.</li> </ol> <p>If cracks are found that cannot be repaired in accordance with the instructions of paragraph C.(1) of ISB A300-53-0268 revision 06 or ISB A300-57-6052 revision 03, as applicable to the aeroplane model, before next flight, contact Airbus Repair Department (E-mail: StructureRepairSupport, Region*) for approved instructions (corrective action) and accomplish those instructions accordingly.</p>
<p>Ref. Publications:</p>	<p>AIRBUS Service Bulletins:</p> <p>A300-53A0387 original issue  A300-57A6108 original issue  A300-53-0268 revision 06  A300-57-6052 revision 03  A300-53-0297 original issue, revision 01 and revision 02  A300-57-6053 original issue, revision 01, revision 02 and revision 03</p> <p>The use of later approved revisions of these documents is acceptable for compliance with requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 16 April 2009.</li> <li>2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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).</li> </ol>

## APPENDIX I

- Table 1 -

Aeroplane models	ISB * Threshold in Total Flight Cycles (FC)	Compliance Time		
		MSB ** embodied before ISB Threshold	MSB ** embodied after ISB * Threshold	
			Inspection *** Threshold	Grace period (time after the effective date of this AD)
A300B4-103, A300B4-120 and A300B4-2C	9 000 FC	Inspection *** must be accomplished before reaching 18 000 FC	Within 5 500 FC after MSB ** embodiment or within 6 months after the effective date of this AD, whichever occurs later.	If the aeroplane has already accumulated 11 100 FC after MSB ** embodiment, the inspection *** must be accomplished within 3 months
A300B4-203, A300C4-203 and A300F4-203	8 300 FC	Inspection *** must be accomplished before reaching 15 000 FC	Within 4 100 FC after MSB ** embodiment or within 6 months after the effective date of this AD, whichever occurs later.	If the aeroplane has already accumulated 8 200 FC after MSB ** embodiment, the inspection *** must be accomplished within 3 months
A300B4-601, A300B4-603, A300B4-605R, A300B4-620, A300B4-622, A300B4-622R and A300C4-620	6 100 FC	Inspection *** must be accomplished before reaching 11 500 FC	Within 3 300 FC after MSB ** embodiment or within 6 months after the effective date of this AD, whichever occurs later.	If the aeroplane has already accumulated 6 600 FC after MSB ** embodiment, the inspection *** must be accomplished within 3 months

\* A300 aeroplanes: ISB A300-53-0268; A300-600 aeroplanes: ISB A300-57-6052.

\*\* A300 aeroplanes: MSB A300-53-0297; A300-600 aeroplanes: MSB A300-57-6053

\*\*\* A300 aeroplanes: Alert SB A300-53A0387; A300-600 aeroplanes: Alert SB A300-57A6108.