


EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	<p>PAD No.: 07-206</p> <p>Date: 13 November 2007</p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name:		Type/Model designations:
AIRBUS SAS		A300 and A300-600 series aircraft
TCDS Number: France No 145		
Foreign AD: Not applicable		
Supersedure: None		
ATA 57	Wings – Main Landing Gear (MLG) Attachment - Inspection	
Manufacturer:	AIRBUS (formerly AIRBUS INDUSTRIE).	
Applicability:	AIRBUS A300 aircraft, Models B4-103, B4-120, B4-203, B4-2C, C4-203 and F4-203, all serial numbers, and AIRBUS A300-600 aircraft, all certified models, all serial numbers, except for those aircraft where LH and RH wing MLG rib 5 forward lugs have been repaired by installation of oversized interference fit bushes in accordance with AIRBUS Repair (drawing) R57240221, or which have had AIRBUS Service Bulletin (SB) A300-57-0249 or A300-57-6106 (AIRBUS modification No. 13348) embodied in-service.	
Reason:	<p>During routine visual inspection, a crack has been found in the wing MLG rib 5 aft bearing forward lugs on two A310 in-service aircraft. Laboratory examination of cracked ribs confirmed that the crack was due to the presence of pitting corrosion in the forward lug hole. In addition, on both aircraft medium to heavy corrosion was found in the forward lugs on the opposite wing after removal of the bushes. Similarly to A310 aircraft, A300 and A300-600 aircraft are concerned by this condition which, if not detected, could affect the structural integrity of the MLG attachment. As an interim measure, AIRBUS published Alert Service Bulletins A300-57A0248 and A300-57A6105 to introduce a repetitive Detailed Visual Inspection (DVI) of the forward attachment lug of MLG rib 5. EASA issued Emergency Airworthiness Directive (EAD) 2006-0372-E to require the accomplishment of this repetitive DVI.</p> <p>In order to ensure the detection of any crack at an early stage in the forward lug of the RH and LH MLG rib 5 aft bearing attachments, the Type Certificate Holder has developed a new inspection by means of ultrasonic method.</p>	

	<p>For the reasons described above, the present AD, which supersedes the requirements of EAD 2006-0372-E for AIRBUS A300B4 series and A300-600 aircraft only, requires the implementation of the new inspection program. Consequently, EAD 2006-0372-E will be revised to reduce its 'applicability' accordingly and remains applicable to A300B2 aircraft series.</p> <p>Note:</p> <p>For AIRBUS A300B2 series, refer to AD 2006-0372 R1 [to be issued].</p> <p>For AIRBUS A310 aircraft, refer to AD 2007-0195 issued 19 July 2007.</p>
Effective Date:	[TBD: 14 days after Final AD issue date]
Compliance:	<p>From the effective date of this AD, unless already accomplished, the following measures are required in accordance with instructions defined in SB A300-57-0251 original issue or A300-57-6107 original issue :</p> <ol style="list-style-type: none"> Before accumulation of 12 000 Flight Cycles (FC) since new or from time of MLG rib 5 replacement, or within 10 calendar days from the effective date of this AD, whichever occurs later, perform either a visual inspection (DVI) or an ultrasonic inspection of the LH and RH MLG rib 5 aft bearing forward lugs. <p>Note 1: When ASB A300-57A0248 or A300-57A6105 has been accomplished, the inspection of paragraph 1 of this AD is required within 100 FC from the last inspection per ASB A300-57A0248 or A300-57A6105.</p> <p>Note 2: If a MLG rib 5 has been replaced on one side only, then the RH and LH should be considered separately.</p> <p>Note 3: The ultrasonic inspection will detect any crack at an early stage and will limit the risk of extensive repairs. This earlier crack detection is not possible with the DVI.</p> If no crack is detected, repeat the inspection at intervals not exceeding 100 FC (following DVI) or at intervals not exceeding 675 FC (following an ultrasonic inspection), or accomplish AIRBUS SB A300-57-0249 or A300-57-6106. <p>Note 4: After embodiment of AIRBUS SB A300-57-0249 or A300-57-6106, no further actions are required in accordance with this AD and SB A300-57-0251 or A300-57-6107.</p> If a crack is detected per the DVI, the cracked MLG rib 5 must be replaced before the next flight. Contact AIRBUS for rib replacement disposition. If a crack is detected on a MLG rib 5 aft bearing forward lug per the ultrasonic inspection, perform a DVI before next flight. <p>Depending on the DVI result:</p> <ol style="list-style-type: none"> If no crack is visible, the aircraft can be operated up to the accomplishment of the Repair Drawing R57240221, provided that a repeat DVI is performed every 36 calendar hours with no crack detected. <p>Note 5: After embodiment of Repair R57240221, no further actions are required in accordance with this AD and SB A300-57-0251 or A300-57-6107.</p> If a crack is visible, the cracked MLG rib 5 must be replaced before next flight. Contact AIRBUS for rib replacement disposition.

	<p>5. Fill in the SB A300-57-0251 or A300-57-6107 inspection report sheet, and send the results of inspection, including no finding, replacement or actions to be done to AIRBUS.</p>
Ref. Publications:	<p>AIRBUS Service Bulletins A300-57-0251, A300-57-6107, A300-57-0249 and A300-57-6106, all currently at original issue. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD; and AIRBUS Repair R57240221.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. The closing date for comments is 27 November 2007. 3. Enquiries regarding this AD should be referred to the AD Focal Point - 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 – EAW (Airworthiness Office, Telephone:+ 33 5 61 93 36 96, Fax:+ 33 5 61 93 44 51).