


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 10-002</b></p> <p><b>Date: 05 January 2010</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(ST) aeroplanes</p>
<p>TCDS Number : France N° 145 and EASA A.014</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
<b>ATA 57</b>	<b>Wings – Main Landing Gear (MLG) Rib 5 Aft Bearing Forward Lug Bushes – Replacement</b>
<b>Manufacturer(s):</b>	Airbus (formerly Airbus Industrie)
<b>Applicability:</b>	<ul style="list-style-type: none"> <li>- Airbus A300B4-103, B4-120, B4-203, B4-2C, C4-203 and F4-203 aeroplane models, all serial numbers, except aeroplanes where LH and RH wing MLG rib 5 forward lugs have been repaired by installation of oversized interference fit bushes as per Airbus drawing R57240221, or aeroplanes which have had Airbus Service Bulletin (SB) A300-57-0249 embodied in service.</li> <li>- Airbus A300-600 aeroplanes, all models, all serial numbers, except aeroplanes where LH and RH wing MLG rib 5 forward lugs have been repaired by installation of oversized interference fit bushes as per Airbus drawing R57240221, or aeroplanes where LH and RH wing have had Airbus Service Bulletin (SB) A300-57-6106 original issue or revision 1 embodied in service.</li> <li>- Airbus A310 aeroplanes, all models, all serial numbers, except aeroplanes where LH and RH wing MLG rib 5 forward lugs have been repaired by installation of oversized interference fit bushes as per drawing R57249121, or aeroplanes where LH and RH wing have had Airbus SB A310-57-2090 original issue or revision 1 embodied in service.</li> <li>- Airbus A300F4-608ST aeroplanes, all serial numbers, except aeroplanes where LH and RH wing MLG rib 5 forward lugs have been repaired by installation of oversized interference fit bushes as per drawing R57240221, or aeroplanes where LH and RH wing have had Airbus SB A300-57-9019 original issue or revision 1 embodied in service.</li> </ul>

Reason:	<p>During a routine visual inspection on two A310 in-service aeroplanes, cracks were found in the wing MLG rib 5 aft bearing forward lug. Laboratory examination of the cracked ribs confirmed that the cracks were the result 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, although there have been no reports of crack findings on any A300, A300-600 or A300-600ST aeroplanes, the differences in MLG rib 5 design compared to A310 aeroplanes does not allow the exclusion of the possibility of cracks. This situation, if not corrected, could affect the structural integrity of the MLG attachment.</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 forward lug, Airbus developed inspection programs which were rendered mandatory by EASA AD 2006-0372-E applicable to A300 and A300-600 aeroplanes and AD 2007-0195 applicable to A310 models.</p> <p>More recently, it has been determined that the installation of new bushes with increased interference fit adequately corrects the unsafe condition and ensures the structural integrity of the MLG attachment. Installation of these bushes constitutes terminating action for the repetitive inspection requirements of the existing EASA AD 2006-0372-E for A300 and A300-600 aeroplanes, and AD 2007-0195 for A310 aeroplanes.</p> <p>For the reasons described above, this new AD requires installation of bushes with increased interference fit in the gear rib 5 aft bearing forward lug.</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> <ol style="list-style-type: none"> <li>(1) Within 30 months after the effective date of this AD, install new bushes with increased interference fit in the gear rib 5 aft bearing forward lug on RH and/or LH wing, in accordance with the instructions of Airbus SB A300-57-0249 original issue or revision 01, or SB A310-57-2090 original issue or revision 01, or SB A300-57-6106 original issue or revision 01 or SB A300-57-9019 original issue or revision 01, as applicable to aeroplane model.</li> <li>(2) If one wing had MLG rib 5 forward lugs repaired by installation of oversized interference fit bushes as per Airbus drawing R57240221 or R57249121, as applicable to aeroplane model, then the installation of new bushes with increased interference fit in the gear rib aft bearing forward as specified is required on the opposite wing only.</li> <li>(3) Modification of an aeroplane as required by paragraph (1) of this AD constitutes terminating action for the repetitive inspection requirements of EASA AD 2006-0372-E (A300 and A300-600) or EASA AD 2007-0195 (A310), as applicable to aeroplane model.</li> </ol>
Ref. Publications:	<p>Airbus Service Bulletins:</p> <p>A300-57-0249 original issue or revision 01</p> <p>A310-57-2090 original issue or revision 01</p> <p>A300-57-6106 original issue or revision 01</p> <p>A300-57-9019 original issue or revision 01</p> <p>The use of later approved revisions of these documents is acceptable for compliance with requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 02 February 2010.</li> <li>2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification</li> </ol>

	<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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