


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 11-003</b></p> <p><b>Date: 25 January 2011</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>A300-600ST aeroplanes</p>
<p>TCDS Number : EASA.A.014</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure: This AD supersedes DGAC France AD F-2005-126 dated 20 July 2005, approved under EASA reference No 2005-6073.</p>	
<b>ATA 57</b>	<b>Wings – Main Landing Gear (MLG) Attachment Fittings at Rib 5 – Inspection / Modification</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie).
Applicability:	<p>Airbus A300F4-608ST aeroplanes, all serial numbers,</p> <p>except for aeroplanes on which AIRBUS modification No. 11912 has been embodied in production, or aeroplanes without Airbus modification 11912 on which MLG ribs 5 have been replaced in service on both the left hand (LH) and the right hand (RH) wings.</p>
Reason:	<p>Prompted by cracks found on MLG rib 5 RH and LH attachment fitting lower flanges, DGAC France published AD 1999-011-023 R2 to require repetitive inspections and, as terminating action, embodiment of Airbus Service Bulletin (SB) A300-57-9007 no later than 22 December 2006.</p> <p>As a result of scheduled maintenance checks, new cases of cracks were reported by operators of certain A300B4 and A300-600 aeroplanes on which similar modifications have been embodied.</p> <p>Consequently, DGAC France issued AD F-2005-126 (EASA approval 2005-6073), superseding AD 1999-011-023 R2, extending the compliance time for modification with 2 years and requiring that modification to be accomplished in accordance with Airbus SB A300-57-9007 at Revision 1. In addition, that AD required introduction of a post-modification inspection programme which was not included in the original issue of SB A300-57-9007. Repetitive inspections prior to modification were no longer required.</p> <p>Since DGAC AD F-2005-126 issuance, Airbus reviewed the inspection programmes of SB A300-57-9007 to introduce repetitive inspections extended</p>

	<p>for holes 43, 47, 48, 49, 50, 52 and 54, including a new inspection technique required at fastener holes 47 and 54, to reduce inspections threshold and intervals from 700 Flights Cycles (FC) to 400 FC until a revised terminating action is made available.</p> <p>For the reasons stated above, this new AD retains the requirements of the DGAC France AD-2005-126, which is superseded, requires a new repetitive inspection and modification by spot-facing of the sensitive holes of the MLG Rib 5 (LH and RH) bottom flanges, as terminating action for the repetitive inspection.</p>
Effective Date:	[TBD: 14 days after issue date of Final AD]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p><b>Re-statement of requirements of DGAC France AD-2005-126:</b></p> <ol style="list-style-type: none"> <li>(1) No later than 31 December 2008, modify the lower flange of MLG rib 5 RH and LH attachment fittings at holes 47 and 54, and perform a one-time detailed visual inspection (DVI) followed by a High-Frequency Eddy Current inspection (HFEC) of these two holes in accordance with the instructions of Airbus SB A300-57-9007 (modification 19543).</li> <li>(2) Thereafter, at intervals not to exceed 700 FC, repeat the DVI and HFEC in accordance with the instructions of Airbus SB A300-57-9007.</li> <li>(3) If any crack is detected as a result of any DVI or HFEC as required by paragraphs (1) and (2) of this AD, before next flight, contact Airbus for approved corrective action instructions and accomplish those instructions accordingly.</li> </ol> <p><b>New requirements of this AD:</b></p> <ol style="list-style-type: none"> <li>(4) Within 400 FC following embodiment of Airbus SB A300-57-9007 (at any revision) or  within 400 FC or 4 months, whichever occurs first after the effective date of this AD, for those aeroplanes that have already exceeded 400 FC from embodiment of SB A300-57-9007 (at any revision), on both LH and RH wings perform a detailed visual inspection (DVI) for cracks at: <ol style="list-style-type: none"> <li>(a) The bottom flange and vertical web in the area between the wing rear spar/gear rib 5 attachment and the forward reaction-rod pick up lug,</li> <li>(b) On the inboard side, around the fastener holes at locations 43, 47 to 50, 52 and 54,</li> <li>(c) On the outboard side, the lower flange, the vertical web and around the fastener holes at locations 43, 47 to 50, 52 and 54,</li> </ol> followed, if no crack is detected, by a Fluorescent Penetrant Inspection (FPI) at hole locations 47 and 54, in the RH and LH MLG rib 5 attachment fitting lower flange, in accordance with the instructions of Airbus SB A300-57-9007 Revision 03.</li> </ol> <p><b>Note:</b> An HFEC inspection can be carried out as secondary inspection at holes location 47 and 54, in accordance with the instructions of Airbus SB A300-57-9007 Revision 03.</p> <ol style="list-style-type: none"> <li>(5) Thereafter, at intervals not to exceed 400 FC, repeat the DVI and FPI, in accordance with the instructions of Airbus SB A300-57-9007 Revision 03.</li> <li>(6) If any crack is detected during any of the inspections as required by paragraphs (4), or (5) of this AD, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.</li> </ol> <p><b>Note:</b> If spot-faces of both holes 47 and 54 on a gear rib have been repaired, the inspection requirements of this AD are no longer required for that particular gear rib.</p>

	<p>(7) Within 30 months from the effective date of this AD modify the spot-faces of all holes at locations 43, 47 to 50, 52 and 54 (except for spot-faces of holes which have previously been repaired) on the bottom flange MLG Rib 5 LH and RH in accordance with the instructions of Airbus SB A300-57-9022 Original Issue.</p> <p><b>Note:</b> If the bore of any hole has previously been repaired modification of the spot-face is still required.</p> <p>(8) Modification of an aeroplane as required by paragraph (7) of this AD constitutes terminating action for the repetitive inspections required by this AD for that aeroplane.</p>
Ref. Publications:	<p>Airbus Service Bulletin A300-57-9007 Revision 03.</p> <p>Airbus Service Bulletin A300-57-9022 Original Issue.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 22 February 2011.</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 AD, please contact: Airbus SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 93 36 96, Fax:+ 33 5 61 93 44 51).</li> </ol>