


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 11-004</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>
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.	
<b>Type Approval Holder's Name :</b>  AIRBUS	<b>Type/Model designation(s) :</b>  A300 and A300-600 aeroplanes
TCDS Number :     France No. 145	
Foreign AD :         Not applicable	
Supersedure :        This AD supersedes AD 2009-0081R1, dated 30 July 2010	
<b>ATA 57</b>	<b>Wings – Main Landing Gear (MLG) Rib 5 Attachment Fitting Lower Flange – Inspection / Repair / Modification</b>
<b>Manufacturer(s):</b>	Airbus (formerly Airbus Industrie).
<b>Applicability:</b>	<p>Airbus A300B2-1C, A300B2-203, A300B2K-3C, A300B4-103, A300B4-120, A300B4-203, A300B4-2C, A300C4-203 and A300F4-203 aeroplanes, all serial numbers,</p> <p>Airbus A300B4-601, A300B4-603, A300B4-605R, A300B4-620, A300B4-622, A300B4-622R, A300C4-620 and A300F4-605R aeroplanes, all serial numbers,</p> <p>except aeroplanes modified in production with Airbus modification 11912 or aeroplanes on which Airbus modification 11932 has been embodied before initial entry into service, or aeroplanes without Airbus modification 11912 on which MLG Rib 5 have been replaced in service on both the left hand (LH) and the right hand (RH) wings.</p>
<b>Reason:</b>	<p>Following the occurrence of cracks on the MLG Rib 5 RH and LH attachment fitting lower flanges, DGAC France AD 2003-318(B) was issued to require repetitive inspections and, as terminating action, the embodiment of Airbus Service Bulletins (SB) A300-57-0235 and A300-57-6088 not later than 31 December 2004.</p> <p>Subsequently, new cases of cracks were discovered during scheduled maintenance checks by operators of A300B4 and A300-600 type aeroplanes on which the terminating action SB's were embodied. This condition, if not corrected, could affect the structural integrity of those</p>

	<p>aeroplanes.</p> <p>To address and correct this condition, Airbus developed an inspection programme for aeroplanes modified in accordance with SB A300-57-0235 or A300-57-6088. This inspection programme was required to be implemented by DGAC France AD F-2005-113, original issue and later revision 1.</p> <p>A new EASA AD 2008-0111, superseding DGAC France AD F-2005-113R1, was issued to reduce the applicability. For aeroplanes already compliant with DGAC France AD F-2005-113R1, no further action was required.</p> <p>Since EASA AD 2008-0111 issuance, Airbus reviewed the inspection programmes of SB A300-57A0246 and SB A300-57A6101 to introduce repetitive inspections including a new inspection technique for holes 47 and 54 and to reduce inspections threshold and intervals from 700 Flight Cycles (FC) to 400 FC until a revised terminating action is made available.</p> <p>For the reasons stated above, AD 2009-0081 superseded EASA AD 2008-0111 and required operators to comply with the new inspection programme introduced in Revisions 3 of Airbus SB A300-57A0246 and Airbus SB A300-57A6101.</p> <p>The AD 2009-0081 R1 has been published to introduce an optional terminating action which consisted of spot-facing the sensitive holes of the MLG Rib 5 (LH and RH) bottom flanges.</p> <p>Later discussions with Airbus have demonstrated the necessity to require the spot-facing modification as a final solution (no longer optional). This new AD retains the inspection requirement of AD 2009-0081R1, which is superseded, and requires the spot-facing of sensitive holes of the MLG Rib 5 (LH and RH) bottom flanges as terminating action.</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> <p>(1) Within 400 FC following embodiment of Airbus SB A300-57-0235 or Airbus SB A300-57-6088 (at any revision), as applicable to aeroplane model,</p> <p>or</p> <p>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 Airbus SB A300-57-0235 or Airbus SB A300-57-6088 (at any revision), as applicable to aeroplane model, perform a Detailed Visual Inspection (DVI), on both LH and RH wings, for cracks at:</p> <p>(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,</p> <p>(b) on the inboard side, around the fastener holes at locations 43, 47 to 50, 52 and 54,</p> <p>(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,</p> <p>followed, if no crack is detected, by a Fluorescent Penetrant Inspection (FPI) at holes location 47 and 54, in the RH and LH MLG rib 5 attachment fitting lower flange, in accordance with the instructions of Airbus SB A300-57A0246 Revision 04 or Airbus SB A300-57A6101 Revision 03, as applicable to aeroplane model.</p> <p><b>Note:</b> A High Frequency Eddy Current inspection can be carried out as secondary inspection at holes location 47 and 54, in accordance with the instructions of Airbus SB A300-57A0246 Revision 04 or Airbus SB A300-</p>

	<p>57A6101 Revision 03 at the operator discretion.</p> <p>(2) Thereafter, at intervals not to exceed 400 FC, repeat the DVI and FPI inspections, in accordance with the instructions of Airbus SB A300-57A0246 Revision 04 or Airbus SB A300-57A6101 Revision 03, as applicable to aeroplane model.</p> <p>(3) If any crack is detected during any of the inspections as required by paragraph (1), or (2) of this AD, before next flight, contact Airbus for approved repair solutions and repair the aeroplane accordingly.</p> <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>(4) 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 A300-57-0254 or Airbus A300-57-6110, as applicable to aeroplane model.</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>(5) Modification of an aeroplane as required by paragraph (4) of this AD constitutes terminating action for the repetitive inspections required by this AD for that aeroplane.</p>
Ref. Publications:	<p>Airbus Service Bulletins:</p> <p>A300-57-0235 original issue up to revision 05 A300-57-6088 original issue up to revision 04</p> <p>A300-57A0246 Revision 04 A300-57A6101 Revision 03</p> <p>A300-57-0254 original issue A300-57-6110 original issue</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"> <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 questions 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>