


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-029</p> <p>Date: 13 April 2012</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>	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : A300 aeroplanes
TCDS Number : France No 145	
Foreign AD : Not applicable	
Supersedure : None	
ATA 05	Times Limits / Maintenance Checks – Maintenance Planning Document Tasks – Limitation
Manufacturer(s):	Airbus (formerly Airbus industries)
Applicability:	A300 aeroplane models, all serial numbers
Reason:	<p>Recently, Airbus performed an analysis of the impacts of Extended Service Goal activities on A300 series maintenance tasks. The results of which highlighted that the intervals of nine specific tasks in the A300 Maintenance Planning Document (MPD) would need to be restricted to avoid unacceptable escalation, that could impair compliance to safety objectives.</p> <p>When preparing a maintenance programme for approval, operators take maintenance factors into account such as: aircraft age maintenance procedures, applicable maintenance standards, lubrication procedures and MPD (latest revision). It is common practice to escalate the intervals of many MPD tasks, based on operator's experience and service records. Whether such escalation is acceptable from a safety perspective is usually difficult to determine by the competent authority.</p> <p>The intervals established for these specific nine tasks, if not complied with, can affect the safety of the affected aeroplanes.</p> <p>For the reasons described above, this AD prohibits the escalation of intervals for nine specific MPD tasks beyond the already established limits.</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"> (1) Within 30 days after the effective date of this AD, verify that the MPD tasks, as listed in Appendix 1 of this AD, are being accomplished within the intervals as specified in Appendix 1 of this AD, as applicable. If any task interval is currently included in the approved Aircraft Maintenance Programme (AMP) at an interval exceeding the value specified in Appendix 1 of this AD, the AMP must be revised accordingly. (2) After the verification as required by paragraph (1) of this AD, accomplish each MPD task as specified in Appendix 1 of this AD, not exceeding the interval value specified in Appendix 1 of this AD, as applicable. (3) Compliance with the requirements of paragraph (2) of this AD can be demonstrated by: <ol style="list-style-type: none"> (3.1) Revising as follows the approved AMP, on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane: Incorporate all MPD tasks specified in Appendix 1 of this AD, including each applicable (not to exceed) interval, and (3.2) Complying with the approved AMP described in paragraph (3.1) of this AD.
<p>Ref. Publications:</p>	<p>A300 Maintenance Planning Document Revision 30, dated 1st of April 2010.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 11 May 2012. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS – EIAW (Airworthiness Office, Telephone: + 33 5 61 18 41 39, Fax: + 33 5 61 93 44 51).

Appendix 1 – MPD Tasks with Restricted Interval

MPD Task No.	Task description	Interval (not to exceed)
273311 0503 1	ARTIFICIAL FEEL – ELEVATOR OPERATIONAL TEST OF PITCH ARTIFICIAL FEEL BY COMPARING QUALITATIVELY OPERATING LOADS IN HIGH SPEED AND LOW SPEED CONFIGURATIONS (WITH EACH INDIVIDUAL HYDRAULIC SYSTEM).	2 500 Flight Hours (FH)
273313 0503 1	COMPUTER-ARTIFICIAL FEEL OPERATIONAL TEST OF ARTIFICIAL FEEL "PITCH FEEL" AND "RUDDER TRAVEL" MONITORING CIRCUITS (WARNING LIGHT TEST AND INDICATING SYSTEM TEST).	3 500 FH
222100 0503 1	YAW DAMPER OPERATIONAL TEST TO VERIFY CORRECT OPERATION OF MECHANICAL CONTROL BETWEEN YAW DAMPER SYSTEM 2 AND THE RUDDER.	80 FH
222600 0503 1	YAW DAMPER OPERATIONAL TEST TO VERIFY CORRECT OPERATION OF MECHANICAL CONTROL BETWEEN YAW DAMPER SYSTEM 2 AND THE RUDDER.	80 FH
272411 0503 1	SERVO CONTROL – RUDDER OPERATIONAL TEST OF RUDDER SERVO CONTROLS (WITH INDIVIDUAL HYDRAULIC SYSTEM) BY MOVING RH RUDDER PEDAL FULL FORWARD AND VISUALLY OBSERVE THAT RUDDER MOVES TO THE RIGHT. CHECK THAT RUDDER TRAVEL IS CONFIRMED ON THE FLIGHT CONTROL POSITION INDICATOR (FCPI). RELEASE RH PEDAL. REPEAT ABOVE TEST BY MOVING LH RUDDER PEDAL.	250 FH
275400 0503 1	FLAP ASYMMETRY OPERATIONAL TEST OF FLAP ASYMMETRY MONITORING CIRCUIT, (INCL. SOLENOID OPERATION).	500 FH
275400 0503 2	FLAP-PRESSURE OFF BRAKE OPERATIONAL TEST OF PRESSURE-OFF BRAKE.	1 000 FH
278300 0503 1	SLAT ASYMMETRY OPERATIONAL TEST OF SLAT ASYMMETRY MONITORING CIRCUIT.	500 FH
278300 0503 2	SLAT - PRESSURE OFF BRAKE OPERATIONAL TEST OF PRESSURE-OFF BRAKE.	1 000 FH