

<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 12-113</b></p> <p><b>Date: 23 August 2012</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.</p> <p>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>	
<b>Design 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 EASA AD 2006-0282 dated 12 September 2006.	
<b>ATA 57</b>	<b>Wings – Lower Skin Panel Inboard of Rib 9 and Aft of Rear Spars – Inspection</b>
<b>Manufacturer(s):</b>	Airbus (Formely Airbus Industries)
<b>Applicability:</b>	Airbus A300B2-1C, A300B2-203, A300B2K-3C , A300B4-103, A300B4-120, A300B4-203, A300B4-2C, A300C4-203, A300F4-203, A300B4-601, A300B4-603, A300B4-605R, A300B4-620, A300B4-622, A300B4-622R, A300C4-605R/F, A300C4-620 and A300F4-605R aeroplanes, all manufacturer serial numbers.
<b>Reason:</b>	<p>During routine maintenance, cracks were found in the wing bottom skin and in the associated internal support structure on an A300 aeroplane aft of the rear spar and inboard of rib 9. Initially, cracks were found in the skin only, starting from a fastener close to the forward outboard corner of access panel 575FB/675FB. Subsequently, cases have been reported of cracks being found in the skin support strap and the stiffener.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.</p> <p>To address this unsafe condition, EASA issued AD 2006-0282 to require repetitive inspections of the wing lower skin panel and associated internal support structure aft of the rear spar and inboard of rib 9.</p> <p>Since that AD was issued, the results of a fleet survey and updated Fatigue and Damage Tolerance analysis, which have been performed in order to substantiate the second A300 and A300-600 Extended Service Goal (ESG2) exercise, revealed that the inspection threshold and interval had to be reduced to allow timely detection of cracks and the accomplishment of an applicable corrective action.</p>

	<p>Prompted by these findings, Airbus issued Revision 05 of Airbus Service Bulletin (SB) A300-57-0177 and Revision 07 of Airbus SB A300-57-6029.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2006-0282, which is superseded, but requires the accomplishment of those actions within reduced thresholds and intervals.</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 the compliance times (thresholds and intervals) indicated in Airbus SB A300-57-0177 Revision 05 or Airbus SB A300-57-6029 Revision 07, as applicable to the aeroplane model and aeroplane configuration, accomplish repetitive eddy current inspections and/or detailed visual inspections and/or X-ray inspections of the left-hand and right-hand wing lower skin panels and associated internal support structures, aft of the rear spar and inboard of rib 9, as applicable to aeroplane configuration, in accordance with the instructions of Airbus SB A300-57-0177 Revision 05 or Airbus SB A300-57-6029 Revision 07, as applicable to the aeroplane model.</li> <li>(2) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A300-57-0177 Revision 05 or Airbus SB A300-57-6029 Revision 07, as applicable to the aeroplane model and aeroplane configuration.</li> <li>(3) Corrective actions, as required by paragraph (2) of this AD, do not constitute terminating action for the repetitive inspection requirements of paragraph (1) of this AD.</li> <li>(4) Inspections and corrective actions, accomplished before the effective date of this AD, in accordance with the instructions of Airbus SB A300-57-0177 at original issue up to Revision 04, or Airbus SB A300-57-6029 at original issue up to Revision 06, as applicable to the aeroplane model, are acceptable to comply with the initial requirements of paragraph (1) of this AD. After the effective date of this AD, inspections and, depending on findings, corrective actions must be accomplished in accordance with the instructions of Airbus SB A300-57-0177 Revision 05, or Airbus SB A300-57-6029 Revision 07, as applicable to aeroplane model.</li> </ol>
Ref. Publications:	<p>Airbus SB A300-57-0177 Revision 05 dated 23 March 2007.</p> <p>Airbus SB A300-57-6029 Revision 07 dated 06 June 2011.</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 20 September 2012.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive 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 PAD, please contact: AIRBUS SAS – EIAW (Airworthiness Office), Telephone: + 33 (0)5 6118-4139, Fax: + 33 (0)5 6193-4451.</li> </ol>