


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-114</p> <p>Date: 24 August 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>	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A300-600 aeroplanes
TCDS Number: France No.145	
Foreign AD: Not applicable	
Supersedure: This AD supersedes DGAC France AD 2003-290(B)R1 dated 01 October 2003.	
ATA 57	Wings – Centre Spar Sealing Angles Adjacent to Pylon Rear Attachment Fittings – Inspection / Repair
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A300-600 aeroplanes, all certified models, all manufacturer serial numbers, except aeroplanes on which Airbus modification (Mod) 8608 has been embodied in production.
Reason:	<p>Fatigue testing applied to a test airframe confirmed the initiation of cracks on the sealing angles of the centre spar, adjacent to rib 8, which could lead to the rupture of the sealing angles and the subsequent crack initiation in the bottom skin of the wing.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.</p> <p>To address this unsafe condition, DGAC France issued AD 91-253-128(B) to require inspection of centre spar sealing angles adjacent to pylon rear attachment fittings of Left Hand (LH) and Right Hand (RH) wings.</p> <p>Early cracks reported on an in-service aeroplane prompted Airbus to conduct additional investigations. Based on the results, DGAC France issued AD 2003-290 (later revised), which superseded DGAC France AD 91-253-128(B), to require modification of the affected aeroplanes as specified in Airbus Service Bulletin (SB) A300-57-6033 (Airbus Mod 8609), as well as post-modification repetitive inspections.</p> <p>Since DGAC France AD 2003-290(B)R1 was issued, a fleet survey and updated Fatigue and Damage Tolerance analyses have been performed in order to substantiate the second A300-600 Extended Service Goal (ESG2)</p>

	<p>exercise. The results of these analyses have shown that the inspection threshold and interval must be reduced to allow timely detection of cracks on the sealing angles of the centre spar, adjacent to rib 8.</p> <p>For the reasons described above, this new AD retains the requirements of DGAC France AD 2003-290(B) R1, which is superseded, and requires the accomplishment instructions at the new thresholds and intervals given by Revision 07 of Airbus Service Bulletin (SB) A300-57-6027.</p>
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless previously accomplished:</p> <ol style="list-style-type: none"> (1) Within the compliance time indicated in Table 1 or Table 2 of Airbus SB A300-57-6027 Revision 7, as applicable to the aeroplane configuration and aeroplane utilization, accomplish the following actions concurrently : <ol style="list-style-type: none"> (1.1) Do a High Frequency Eddy Current (HFEC) inspection of the centre spar sealing angles adjacent to the pylon rear attachment fitting in accordance with the instructions of Airbus SB A300-57-6027 Revision 07, and (1.2) Unless already accomplished, modify the aeroplane by cold expansion of the centre spar sealing angles outboard of Rib 8 adjacent to the pylon rear attachment fitting in accordance with the instructions of Airbus SB A300-57-6033 Revision 02. (1.3) Aeroplanes that have already been modified, before the effective date of this AD, in accordance with the instructions of Airbus SB A300-57-6033 at original issue or Revision 01 are compliant with the requirement of paragraph (1.2) of this AD. (2) Thereafter, repeat the HFEC inspection as required by paragraph (1.1) of this AD at intervals not to exceed the values defined in Table 1 or Table 2 of Airbus SB A300-57-6027 Revision 7, as applicable to the aeroplane configuration and aeroplane utilization. (3) If, during any inspection as required by paragraph (1.1) or (2) of this AD, discrepancies are detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A300-57-6027 Revision 07. (4) Corrective actions, as required by paragraph (3) of this AD, do not constitute terminating action for the repetitive inspections as required by paragraph (2) of this AD. (5) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with Airbus SB A300-57-6027 at original issue up to Revision 06, are acceptable to comply with the initial requirements of paragraphs (1.1) and (2) of this AD (initial and repetitive inspections). After the effective date of this AD, repetitive inspections must be accomplished in accordance with the instructions of Airbus SB A300-57-6027 at Revision 07. (6) After modification of an aeroplane in accordance with the instructions of Airbus Repair R571 50404, within 3 months after the effective date of this AD, or after modification, whichever occurs later, contact Airbus in order to get approved instructions for post-repair repetitive inspections and corrective actions and, thereafter, within the intervals and compliance time(s) specified, accomplish those instructions accordingly.
Ref. Publications:	<p>Airbus SB A300-57-6033 original issue dated 31 March 1993, Revision 01 dated 18 December 2003, or Revision 02 dated 19 September 2011.</p> <p>Airbus SB A300-57-6027 Revision 07 dated 06 June 2011.</p> <p>The use of later approved revisions of these documents is acceptable for</p>

	compliance with the requirements of this AD. Airbus Repairs drawings R571 50404.
Remarks:	<ol style="list-style-type: none">1. This Proposed AD will be closed for consultation on 21 September 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 (0)5 6118-4139, Fax: + 33 (0)5 6193-4451.