


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-119</p> <p>Date: 14 September 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>	
<p>Design Approval Holder's Name:</p> <p>AIRBUS</p>	<p>Type/Model designation(s):</p> <p>A300-600 aeroplanes</p>
<p>TCDS Number: France No.145</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: This AD supersedes DGAC France AD 94-069-158(B) dated 09 April 1994.</p>	
ATA 57	Wings – Wing Bottom Skin Adjacent To The Aft Pylon Attachment Fitting – Inspection
<p>Manufacturer(s): Airbus (Formely Airbus Industries)</p>	
<p>Applicability: Airbus A300B4-601, A300B4-603, A300B4-605R, A300B4-620, A300B4-622, A300B4-622R, A300C4-605R/F, A300C4-620, A300F4-605R and A300F4-622R aeroplanes, all manufacturer serial numbers.</p>	
Reason:	<p>Full-scale fatigue tests carried out on the A300-600 test specimen by Airbus revealed crack initiation in the bottom skin adjacent to the aft pylon attachment fitting.</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 94-069-158(B) to require repetitive detailed visual inspections (DVI) of the wing bottom skin in the area of the cut-out for the pylon rear attachment fitting on Left Hand (LH) and Right Hand (RH) wings.</p> <p>Since that AD 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) exercise. As a result, it was revealed that the inspection threshold and interval must be reduced to allow timely detection of cracks and the accomplishment of an applicable corrective action. Prompted by these findings, Airbus issued Revision 07 of Service Bulletin (SB) A300-57-6028.</p> <p>For the reasons described above, this AD retains the requirements of DGAC France AD 94-069-158(B), which is superseded, but reduces the inspection 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"> (1) Within the compliance times (threshold and intervals) indicated in Table 1 or Table 2 of Appendix 1 of this AD, as applicable to the aeroplane model and aeroplane utilization, accomplish repetitive DVI of the wing bottom skin in the area of the cut-out for the pylon rear attachment fitting on LH and RH wings in accordance with the instructions of Airbus SB A300-57-6028 Revision 07. (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 A300-57-6028 Revision 07. (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. (4) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A340-57-6028 at original issue up to Revision 06, are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD. After the effective date of this AD, repetitive inspections and, depending on findings, corrective actions, must be accomplished in accordance with the instructions of Airbus SB A340-57-6028 Revision 07.
Ref. Publications:	<p>Airbus SB A300-57-6028 Revision 07 dated 06 January 2011.</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"> 1. This Proposed AD will be closed for consultation on 12 October 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.

Appendix 1

Note: The short range is applicable for aeroplanes with an average flight time lower than 1,5 FH, and the normal range is applicable for aeroplanes with an average flight time equal or higher than 1,5 FH.

Table 1: Inspection Threshold and Interval for Normal range operations

Aeroplane models	Compliance time (whichever occurs later between A and B)		Interval (whichever occurs first)
	A (whichever occurs first)	B (whichever occurs first)	
A300F4-605R and A300F4-622R	24 000 Flight Cycles (FC) or 51 800 Flight Hours (FH) since aeroplane first flight	2 000 FC or 4 300 FH after the effective date of this AD	9 000 FC or 19 400 FH
A300B4-600 and A300C4-600 series	19 100 FC or 41 200 FH since aeroplane first flight	1 500 FC or 3 200 FH after the effective date of this AD	7 100 FC or 15 300 FH

Table 2: Inspection Threshold and Interval for Short range operations

Aeroplane models	Compliance time (whichever occurs later between A and B)		Interval (whichever occurs first)
	A (whichever occurs first)	B (whichever occurs first)	
A300F4-605R and A300F4-622R	25 900 FC or 38 800 FH since aeroplane first flight	2 100 FC or 3 200 FH after the effective date of this AD	9 700 FC or 14 500 FH
A300B4-600 and A300C4-600 series	20 600 FC or 30 900 FH since aeroplane first flight	1 600 FC or 2 400 FH after the effective date of this AD	7 600 FC or 11 500 FH