EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 12-148 **Date: 26 November 2012** 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.

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.

Design Approval Holder's Name:	**Type/Model designation(s):**
Airbus	A300-600 aeroplanes

TCDS Number:	France No.145
Foreign AD:	Not applicable
Supersedure:	This AD supersedes DGAC France AD 1997-375-239(B)R3 dated 12 July 2000.

ATA 57	**Wings – Rear Spar Build Slot between Ribs 1 and 2 – Inspection**
Manufacturer(s):	Airbus (Formerly Airbus Industries)
Applicability:	Airbus A300B4-601, A300B4-603, A300 B4-605R, A300B4-620, A300B4-622, A300B4-622R, A300C4-605R/F, A300C4-620, and A300F4-605R aeroplanes, all manufacturer serial numbers.
Reason:	Wing fatigue tests carried out by Airbus revealed cracks on the vertical web of the rear spar between Ribs 1 and similar cracks in the same area were reportedly found by A300 aeroplane operators. In all cases, the cracks ran from the tip of the build slot to the nearest adjacent bolt hole. This condition, if not detected and corrected, could affect the structural integrity of the aeroplane. To address this unsafe condition, DGAC France issued AD 1997-375-239 (later revised, now at Revision 3) to require an eddy current inspection of the aft face of the wing rear spar in the area adjacent to the build slot on Left Hand (LH) and Right Hand (RH) wings. Since that AD was issued, a fleet survey and updated fatigue and damage tolerance analysis were performed in order to substantiate the second A300-600 Extended Service Goal (ESG2) exercise. The results of the survey and analysis showed that the inspection threshold and interval must be reduced to allow timely detection of cracks and accomplishment of an applicable corrective action. Prompted by these findings, Airbus issued Airbus Service Bulletin (SB) A300-57-6059 Revision 04.

	For the reasons described above, this AD retains the requirements of DGAC France AD 1997-375-239(B)R3, which is superseded, but redefines the thresholds and intervals. This AD also expands the applicability to aeroplanes on which Airbus modification (mod) 12102 has been embodied in production and to aeroplanes on which Airbus SB A300-57-6063 (Airbus mod 11130) has been embodied in service.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within the compliance times (threshold and intervals) defined in Table 1, Table 2, Table 3 and Table 4 of Airbus SB A300-57-6059 Revision 4, as applicable to the aeroplane configuration and aeroplane utilization, accomplish repetitive eddy current inspections of the the aft face of the wing rear spar web in the area adjacent to the build slot in accordance with the instructions of Airbus SB A300-57-6059 Revision 04. (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 A300-57-6059 Revision 04. (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 A300-57-6059 at original issue up to Revision 03 are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD (initial and repetitive inspections). 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 A340-57-6059 at Revision 04.
Ref. Publications:	Airbus Service Bulletin A300-57-6059 Revision 04 dated 22 February 2011. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	1. This Proposed AD will be closed for consultation on 24 December 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.