


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 12-157 Date: 04 December 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: AIRBUS		Type/Model designation(s): A300, A310 and A300-600 aeroplanes
TCDS Number: France TCDS No 145		
Foreign AD: Not applicable		
Supersedure: This AD supersedes DGAC France AD 1992-049-130(B) R4 dated 02 June 1999 and EASA AD 2008-0008 dated 11 January 2008.		
ATA 54	Nacelles / Pylons – Pylon Lower Spar between Ribs 9 and 10 - Inspection	
Manufacturer(s): Airbus (formerly Airbus Industries)		
Applicability:	A300B2-203, A300B2K-3C, A300B4-103, A300B4-120, A300B4-203, A300B4-2C, A300C4-203 and A300F4-203 aeroplanes, A310-221, A310-222, A310-322, A310-324 and A310-325 aeroplanes, and A300B4-620, A300C4-620, A300B4-622R, A300B4-622 aeroplanes, all manufacturer serial numbers, except aeroplanes on which Airbus modification No. 10149 has been embodied in production.	
Reason:	Cracks were found between ribs 9 and 10 in the lower pylon spar of A310 aeroplanes equipped with Pratt & Whitney (PW) engines. For A310, A300 and A300-600 and in order to prevent crack initiation, the implementation of a first inspection programme of this area was required by DGAC France AD 92-049-130(B), currently at Revision 4. General Electric (GE) and PW pylons on A300 aeroplanes are also affected, due to similar design. After that AD was issued, prompted by new findings, a specific inspection programme for A310 aeroplanes was introduced and required by DGAC France AD 1999-237-285(B), which was subsequently superseded by EASA AD 2008-0008, which introduced new thresholds and intervals in the frame of the A310 extended service goal exercise. Some cracks, which were discovered after the implementation of the preventive modification, prompted AIRBUS to perform a new Fatigue and Damage	

	<p>Tolerance analysis with a refined model of the area with and without repair or preventive reinforcement before crack appearance. Based on the results of this analysis, Airbus revised the related Service Bulletins to introduce more restrictive thresholds and intervals for curative and preventive repair configuration.</p> <p>For the reasons described above, this new AD supersedes DGAC France AD 1992-049-130(B) R4 and EASA AD 2008-0008 to require a new inspection programme.</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> <p>(1) Inspection pre-repair and pre-modification:</p> <p>(1.1) Within the applicable threshold defined in Airbus Service Bulletin (SB) A300-54-0071 Revision 03, or SB A310-54-2016 Revision 05, or SB A300-54-6011 Revision 03, as applicable to aeroplane model, accomplish an Eddy Current or liquid penetrant inspection of the pylon lower spar between Ribs 9 and 10, and depending on findings, apply the corrective measures within the time period defined, in accordance with the instructions of Airbus SB A300-54-0071 Revision 03, or SB A310-54-2016 Revision 05, or SB A300-54-6011 Revision 03, as applicable to aeroplane model.</p> <p>Note 1: For aeroplanes previously inspected in accordance with SB A300-54-0071 Revision 02, or SB A310-54-2016 Revision 04, or SB A300-54-6011 Revision 02, as applicable to aeroplane model, no further action is required by paragraph (1.1) of this AD.</p> <p>(1.2) Thereafter, repeat the inspection within the intervals and according to the instructions defined in Airbus SB A300-54-0071 Revision 03, or SB A310-54-2016 Revision 05, or SB A300-54-6011 Revision 03, as applicable to aeroplane model and, depending on findings, apply the corrective measures within the time period defined, in accordance with the instructions of Airbus SB A300-54-0071 Revision 03 or SB A310-54-2016 Revision 05, or SB A300-54-6011 Revision 03, as applicable to aeroplane model.</p> <p>For the first planned repeat inspection to occur after the effective date of this directive, a compliance time can be applied, without exceeding the interval value quoted in SB A300-54-0071 Revision 02, or SB A310-54-2016 Revision 04, or SB A300-54-6011 Revision 02, as applicable to aeroplane model.</p> <p>(1.3) If, during the inspection as required by paragraph (1.1) or (1.2) of this AD, a crack exceeding 30 mm (1.181 in.) is found, before next flight, contact AIRBUS for approved repair instructions and accomplish those instructions accordingly within the applicable time limits.</p> <p>(1.4) In case of crack finding up to 30 mm (1.181 in.) inclusive, and further embodiment of the repair refer to paragraph (2) of this AD for post repair requirements.</p> <p>(1.5) In case of embodiment of modification SB A300-54-0079, or SB A310-54-2022, or SB A300-54-6019, as applicable to aeroplane model, refer to paragraph (3) of this AD for post modification SB requirements.</p> <p>(2) Inspection post-repair - installation of doubler in case of crack < 30 mm (1.181 in):</p> <p>(2.1) From the repair embodiment date, within the applicable threshold defined in Airbus SB A300-54-0071 Revision 03, or SB A310-54-2016 Revision 05, or SB A300-54-6011 Revision 03, as applicable to</p>

	<p>aeroplane model, accomplish an Eddy Current or liquid penetrant inspection of the pylon lower spar between Ribs 9 and 10, in accordance with the instructions of Airbus SB A300-54-0071 Revision 03, or SB A310-54-2016 Revision 05, or SB A300-54-6011 Revision 03, as applicable to aeroplane model.</p> <p>Aeroplanes which have exceeded the value of the applicable inspection threshold must be inspected within the compliance time defined in SB A300-54-0071 Revision 03, or SB A310-54-2016 Revision 05, or SB A300-54-6011 Revision 03, as applicable to aeroplane model, taking the effective date of this AD as a starting date, and without exceeding the previously applicable value quoted in Airbus SB A300-54-0071 Revision 02, or SB A310-54-2016 Revision 04, or SB A300-54-6011 Revision 02, as applicable to aeroplane model.</p> <p>(2.2) Thereafter, repeat the inspection within the intervals and according to the instructions defined in Airbus SB A300-54-0071 Revision 03, or SB A310-54-2016 Revision 05, or SB A300-54-6011 Revision 03, as applicable to aeroplane model.</p> <p>(2.3) If, during any inspection as required by paragraph (2.1) or (2.2) of this AD, a crack is found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly within the applicable time limits.</p> <p>(3) Post-modification (SB A300-54-0079, SB A310-54-2022 or SB A300-54-6019) Inspections:</p> <p>(3.1) From the modification embodiment date, within the applicable threshold defined in Airbus SB A300-54-0071 Revision 03, or SB A310-54-2016 Revision 05, or SB A300-54-6011 Revision 03, as applicable to aeroplane model, accomplish an Eddy Current or liquid penetrant inspection of the pylon lower spar between Ribs 9 and 10, in accordance with the instructions of Airbus SB A300-54-0071 Revision 03, or SB A310-54-2016 Revision 05, or SB A300-54-6011 Revision 03, as applicable to aeroplane model.</p> <p>Aeroplanes which have exceeded the value of the applicable inspection threshold must be inspected within the compliance time defined in Airbus SB A300-54-0071 Revision 03, or SB A310-54-2016 Revision 05, or SB A300-54-6011 Revision 03, as applicable to aeroplane model, taking the effective date of this AD as a starting date, and without exceeding the previously applicable value quoted in Airbus SB A300-54-0071 Revision 02, or SB A310-54-2016 Revision 04, or SB A300-54-6011 Revision 02, as applicable to aeroplane model.</p> <p>(3.2) Thereafter, repeat the inspection within the intervals and according to the instructions defined in Airbus SB A300-54-0071 Revision 03, or SB A310-54-2016 Revision 05, or SB A300-54-6011 Revision 03, as applicable to aeroplane model.</p> <p>(3.3) If, during any inspection as required by paragraph (3.1) or (3.2) of this AD, a crack is found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly within the applicable time limits.</p> <p>(4) Corrective actions, as required by paragraphs (1.3), (2.3) and (3.3) of this AD, constitute terminating action for the repetitive inspections required by this AD. However, the Airbus Repair Approval Sheet will define a new post-repair inspection program dedicated to each affected aeroplane.</p>
Ref. Publications:	<p>AIRBUS SB A300-54-0071 Revision 03 dated 05 October 2012</p> <p>AIRBUS SB A310-54-2016 Revision 05 dated 05 October 2012</p>

	<p>AIRBUS SB A300-54-6011 Revision 03 dated 23 June 2011.</p> <p>AIRBUS SB A300-54-0079 Revision 01 dated 09 July 2002.</p> <p>AIRBUS SB A310-54-2022 Revision 02 dated 09 July 2002.</p> <p>AIRBUS SB A300-54-6019 Revision 02 dated 07 April 2003.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 01 January 2013. 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 – EAW (Airworthiness Office, Telephone: + 33 5 61 18 41 39, Fax: + 33 5 61 93 44 51).