


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-021</p> <p>Date: 25 January 2013</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 n° 145</p>	
<p>Foreign AD: Non applicable</p>	
<p>Supersedure: This AD supersedes DGAC France AD 94-269-171(B)R2 dated 11 March 1998.</p>	
ATA 53	Fuselage – Lower Corner of the Horizontal Stabilizer Cut-out Longeron in the Tail Cone – Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A300-600 aeroplanes, all models, all manufacturer serial numbers, except aeroplanes on which Airbus modification 6146 has been embodied in production.
Reason:	<p>During a full scale fatigue test, a crack was found at the lower corner of the assembly of the horizontal stabilizer cut-out, between Frame (FR)87 and FR89 and between Stringer (STGR)24 and STGR27, Left Hand (LH) and Right Hand (RH) side.</p> <p>This condition, if not detected and corrected, could reduce the structural integrity of the aeroplane.</p> <p>DGAC France issued AD 94-269-171 to require repetitive visual and High Frequency Eddy Current (HFEC) rotating probe inspections of the affected areas and subsequent corrective action, in case of cracks.</p> <p>Since that AD was issued, a fleet survey and updated Fatigue and Damage Tolerance analyses have been performed to substantiate the second A300-600 Extended Service Goal (ESG2) exercise. The results of these analyses have shown that the risk of cracks for these aeroplanes is higher than initially determined and that, consequently, the threshold and interval must be reduced to allow timely detection of these cracks and the accomplishment of an applicable corrective action.</p> <p>For the reasons described above, this AD retains the requirements of DGAC France AD 94-269-171(B) R2, which is superseded, and requires the</p>

	accomplishment of these actions within the new thresholds and intervals defined in Revision 03 of Airbus Service Bulletin (SB) A300-53-6042.
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) After the effective date of this AD, accomplish the following actions in accordance with the instructions and within the thresholds and intervals defined in Airbus SB A300-53-6042 Revision 03: <ol style="list-style-type: none"> (1.1) A visual inspection of the lower horizontal-stabilizer cut-out longeron, the corner fitting, the skin strap and the skin between FR87 and FR89 and between STGR24 and STGR27, LH and RH. (1.2) An HFEC inspection of the flanges of the lower corner fittings and the edges of the outer skin and the edges of the longeron, the skin strap and the skin at the run-out of the corner fitting above the last eight fasteners. (1.3) Removal of fasteners from the assembly of the lower corner fittings, longerons, skin straps and skin, a rotating probe inspection and, if no cracks are found, a cold expansion of the fastener holes. (2) If, during any inspection as required by paragraph (1) of this AD, any cracks are found, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A300-53-6042 Revision 03. (3) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A300-53-6042 at original issue up to Revision 2, are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD. After the effective date of this AD, the repetitive inspections required by paragraph (1) and the corrective actions required by paragraph (2) of this AD must be accomplished in accordance with the instructions of Airbus SB A300-53-6042 Revision 03.
Ref. Publications:	<p>Airbus Service Bulletin A300-53-6042 Revision 03 dated 30 August 2012</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 22 February 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 (0)5 6118-4139, Fax: + 33 (0)5 6193-4451