


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 13-045 Date: 12 March 2013 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 and A300-600 aeroplanes
TCDS Number: France n° 145		
Foreign AD: Non applicable		
Supersedure: This AD supersedes DGAC France AD F-2002-184 dated 3 April 2002.		
ATA 53	Fuselage – Frame 47 Splice Fitting Holes Between Stringers 24 and 26 – Inspection	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	Airbus A300B4-103, A300B4-120, A300B4-203, A300B4-2C, A300C4-203 and A300F4-203 all Manufacturer Serial Numbers (MSN) and Airbus A300-600 all models, all MSN.	
Reason:	<p>In order to prevent crack development in the fastener holes at Frame (FR) 47 splicing joint on A300 aeroplanes, Airbus developed modification (Mod) 5890 for aeroplanes in production and issued corresponding Service Bulletin (SB) A300-53-0199 for aeroplanes in service.</p> <p>Subsequently, cracks were found on FR47 splice fitting between stringers (STRG) 24 and 26 on A300 aeroplanes previously modified by SB A300-53-0199.</p> <p>This condition, if not detected and corrected, could reduce the structural integrity of the aeroplane.</p> <p>To address this potential unsafe condition, DGAC France issued AD 2002-184, superseding ADs 85-152-069 and 1999-515-298, to require repetitive High Frequency Eddy Current (HFEC) rotating probe inspections of the splice fitting between STRG24 and 26 and, depending on findings, corrective action(s). DGAC France AD 2002-184(B) expanded the applicability to A300-600 aeroplanes, which have the same design.</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. The results of these analyses have determined that the inspection threshold and intervals for A300-</p>	

	<p>600 aeroplanes 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 2002-184, which is superseded, but requires accomplishment of the actions for A300-600 aeroplanes within the new thresholds and intervals specified in Revision 06 of Airbus SB A300-53-6123.</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 applicable thresholds as defined in Appendix 1, Table 1 or Table 2, of this AD, and, thereafter, at intervals not to exceed the applicable values as defined in Appendix 2, Table 3 or Table 4, of this AD, as applicable, remove the fasteners and accomplish an HFEC rotating probe inspection of the splice fitting between stringers 24 and 26 in accordance with the instructions of Airbus SB A300-53-6123 Revision 06, or SB A300-53-0350 Revision 03, as applicable to aeroplane model. Before release to service of the aeroplane after each HFEC inspection, provided no cracks are found, install new fasteners. (2) If, during any inspection as required by paragraph (1) of this AD, cracks are found, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A300-53-6123 Revision 06, or SB A300-53-0350 Revision 03, as applicable to aeroplane model. (3) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A300-53-6123 at original issue up to Revision 05, or SB A300-53-0350 at original issue up to Revision 02, as applicable, are acceptable to comply with the 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 A300-53-6123 Revision 06, or SB A300-53-0350 Revision 03, as applicable to aeroplane model.
Ref. Publications:	<p>Airbus SB A300-53-0199 original issue dated 08 July 1985, or Revision 01 dated 28 November 1985, or Revision 02 dated 06 February 1987, or Revision 03 dated 03 June 1987, or Revision 04 dated 12 November 2002;</p> <p>Airbus SB A300-53-0350 original issue dated 25 October 1999, or Revision 01 dated 18 December 2001, or Revision 02 dated 12 November 2002, or Revision 03 dated 26 July 2007;</p> <p>Airbus SB A300-53-6123 original issue dated 25 October 1999, or Revision 02 dated 12 November 2002, or Revision 03 dated 20 August 2004, or Revision 04 dated 25 April 2008, or Revision 05 dated 01 August 2011, or Revision 06 dated 28 September 2011;</p> <p>Airbus SB A300-53-6131 original issue dated 22 August 2001.</p> <p>The use of later approved revisions of these documents 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 09 April 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 – EIAW (Airworthiness Office), Telephone: + 33 (0)5 6118-4139, Fax: + 33 (0)5 6193-4451.

Appendix 1 – Inspection Thresholds

Table 1: Inspection thresholds for A300 aeroplanes, whichever occurs later, A or B

Affected Aeroplanes: (pre- or post-Mod 5890, or pre- or post-SB A300-53- 0199)	Compliance Time A: whichever occurs first since aeroplane first flight	
	A300B4-100 aeroplanes	A300B4-200, A300C4-203 and A300F4-203 aeroplanes
Pre-Mod/-SB	4 000 flight cycles (FC) or 8 000 flight hours (FH)	3 300 FC or 6 800 FH
Post-Mod/-SB	10 500 FC or 21 200 FH	8 650 FC or 18 000 FH

Compliance time B:

For all A300B4 models post-Mod 5890, or post-SB A300-53-0199: Before exceeding 750 FC or 1 500 FH, whichever occurs first after 13 April 2002 (the effective date of DGAC France AD 2002-184).

For all other A300 models : Before exceeding 1 800 FC or 3 000 FH, whichever occurs first after 13 April 2002 (the effective date of DGAC France AD 2002-184).

Table 2: Inspection thresholds for A300-600 aeroplanes, whichever occurs later, A or B

Affected Aeroplanes: (pre- or post-Mod 5890, or pre- or post-SB A300-53-6131)	Compliance Time A: whichever occurs first since aeroplane first flight	
	Average flight Time (AFT) more than 1,5 hours	AFT equal to or less than 1,5 hours
Pre-Mod/-SB	2 500 FC or 5 500 FH	2 700 FC or 4 100 FH
Post-Mod/SB	6 800 FC or 14 700 FH	7 300 FC or 11 000 FH

Compliance time B: 800 FC or 1 750 FH, whichever occurs first after the effective date of this AD.

Appendix 2 – Inspection Intervals

Table 3: Inspection intervals for A300 aeroplanes

Affected Aeroplanes: (pre- or post-Mod 5890, or pre- or post-SB A300-53-0199; Basic Splice Part Number (P/N) installed)	Compliance Time: whichever occurs first	
	A300B4-100 aeroplanes	A300B4-200, A300C4-203 and A300F4-203 aeroplanes
Pre-Mod/-SB	2 800 FC or 5 700 FH	2 300 FC or 4 800 FH
Post-Mod/-SB; P/N A53834139-200/201		
Post-Mod/-SB; P/N A53834139-202/203, or P/N A53812635-200/201	4 800 FC or 9 700 FH	3 950 FC or 8 200 FH

Table 4: Inspection intervals for A300-600 aeroplanes

Affected Aeroplanes: (pre- or post-Mod 5890, or pre- or post-SB A300-53-6131; Basic Splice Part Number (P/N) installed)	Compliance Time: whichever occurs first	
	AFT more than 1,5 hours	AFT equal to or less than 1,5 hours
Pre-Mod/-SB	2 000 FC or 4 300 FH	2 100 FC or 3 200 FH
Post-Mod/-SB; P/N A53834139-200/201		
Post-Mod/-SB; P/N A53834139-202/203, or P/N A53812635-200/201	1 600 FC or 3 500 FH	1 700 FC or 2 600 FH