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| EASA | AIRWORTHINESS DIRECTIVE | |
|  | <p>AD No.: 2013-0136R1</p> <p>Date: 30 July 2013</p> <p>Note: This Airworthiness Directive (AD) 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>This AD is issued in accordance with EU 748/2012, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p> | | |
| <p>Design Approval Holder's Name: AIRBUS</p> | | <p>Type/Model designation(s): A300, A300-600 and A310 aeroplanes</p> |
| TCDS Number: | France n° 145 | |
| Foreign AD: | Not applicable | |
| Revision: | This AD revise EASA AD 2013-0136 dated 01 October 2008. | |
| ATA 54 | | |
| Nacelles/Pylons – Pylon Side Panels at Rib 8 – Inspection | | |
| Manufacturer(s): | Airbus (Formerly Airbus Industries) | |
| Applicability: | <p>Airbus A300B2-1C, A300B2-203, A300B2K-3C, A300B4-103, A300B4-120, A300B4-203, A300B4-2C and A300F4-203 aeroplanes, all manufacturer serial numbers (MSN), on which Airbus modification (Mod.) No.02434 has been embodied in production.</p> <p>Airbus A310-203, A310-203C, A310-204, A310-221, A310-222, A310-304, A310-308, A310-322, A310-324 and A310-325 aeroplanes, all MSN, except those on which Airbus Mod. No.10432 has been embodied in production.</p> <p>Airbus A300B4-601, A300B4-603, A300B4-605R, A300B4-620, A300B4-622, A300B4-622R and A300C4-620 aeroplanes, all MSN, except those on which Airbus Mod. No.10432 has been embodied in production.</p> | |
| Reason: | <p>Cracks were found on pylon side panels (upper section) at rib 8 on Airbus A300, A310 and A300-600 aeroplanes equipped with General Electric engines. Investigation of these findings indicated that this problem was likely to also affect aeroplanes of this type design with other engine installations.</p> <p>This condition, if not detected and corrected, could lead to reduced strength of the pylon primary structure, possibly resulting in pylon structural failure and in-flight loss of an engine.</p> <p>Prompted by these findings, EASA issued AD 2008-0181 to require repetitive detailed visual inspections and, depending on aeroplane configuration and/or findings, the accomplishment of applicable corrective action(s).</p> <p>Since that AD was issued, a fleet survey and updated Fatigue and Damage</p> | |

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| | <p>Tolerance analyses have been performed in order to substantiate the second A300-600 Extended Service Goal (ESG2) exercise. The results of these analyses have shown that the risk for these aeroplanes is higher than initially determined and consequently, the threshold and interval must be reduced to allow timely detection of these cracks and the accomplishment of applicable corrective action(s).</p> <p>EASA issued AD 2013-0136 which retained the requirements of EASA AD 2008-0181, which was superseded, and required the inspections to be accomplished within reduced thresholds and intervals.</p> <p>After publication of EASA AD 2013-0136, it appeared that Airbus Mod. 03599 had no influence on the aeroplane configuration affected by this AD. At the same time, Airbus Service Bulletin (SB) A300-54-6015 Revision 3 was not integrally taken into account as this revision no longer identifies configuration 3 aeroplanes.</p> <p>For the reasons described above, EASA AD 2013-0136 is revised to exclude Airbus Mod 03599 from the applicability and to delete the reference to the configuration 3 for A300-600 aeroplanes.</p> |
| Effective Date: | <p>Revision 1: 13 August 2013</p> <p>Original issue: 22 July 2013</p> |
| 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 time and in accordance with the instructions of Airbus SB A300-54-0075 Revision 03, SB A310-54-2018 Revision 03, or SB A300-54-6015 Revision 03, as applicable to aeroplane model (hereafter called 'the applicable SB'), accomplish a detailed visual inspection of the pylons 1 and 2 side panels (upper section) at rib 8. <p>Note: The "grace periods" defined in the applicable SB are to be counted from the effective date of this AD.</p> <ol style="list-style-type: none"> (2) If, during the initial detailed visual inspection as required by paragraph (1) of this AD, any crack is found, before next flight, accomplish an HFEC inspection to confirm the crack in accordance with the instructions of the applicable SB. (3) If, during the inspection as required by paragraph (1) of this AD, no crack is found, or if crack indication is not confirmed during the HFEC inspection as required by paragraph (2) of this AD: <ol style="list-style-type: none"> (3.1) Repeat the inspection as required by paragraph (1) of this AD at intervals not to exceed the values defined in the applicable SB, or (3.2) Modify the aeroplane within the compliance times defined in, and in accordance with the instructions of, Airbus SB A300-54-0081, or SB A310-54-2024, or SB A300-54-6021 (at any revision), as applicable to aeroplane model. (4) If, during the HFEC inspection as required by paragraph (2) of this AD, crack indication is confirmed, but less than 20 mm length, within 1 000 flight cycles after crack confirmation, accomplish the following actions: <ol style="list-style-type: none"> (4.1) Accomplish a repair in accordance with the instructions of the applicable SB and, (4.2) Thereafter, within the thresholds and intervals defined in the applicable SB, accomplish repetitive inspections in accordance with the instructions of the applicable SB. (5) If, during any inspection as required by paragraph (4.2) of this AD, crack indication is confirmed equal to or exceeding 20 mm, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly. This repair does not constitute terminating action |

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| | <p>for inspections required by paragraph (1), (2) and (3.1) of this AD.</p> <p>(6) After modification of an aeroplane as specified in paragraph (3.2) of this AD, within the thresholds and intervals defined in the applicable SB, accomplish repetitive inspections on that aeroplane in accordance with the instructions of the applicable SB.</p> <p>(7) If, during any inspection as required by paragraph (6) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly. This repair does not constitute a terminating action for the repetitive inspections required by paragraph (6) of this AD.</p> <p>(8) Inspections and corrective actions, accomplished prior to the effective date of this AD, in accordance with the instructions of Airbus SB A300-54-0075 original issue up to Revision 02, or SB A310-54-2018 original issue up to Revision 02, or SB A300-54-6015 original issue up to Revision 02, as applicable to aeroplane model, are acceptable to comply with the initial requirements of this AD.</p> |
| Ref. Publications: | <p>Airbus SB A300-54-0075 Revision 03 dated 25 March 2013.</p> <p>Airbus SB A310-54-2018 Revision 03 dated 25 March 2013.</p> <p>Airbus SB A300-54-6015 Revision 03 dated 25 March 2013.</p> <p>Airbus SB A300-54-0081 original issue dated 23 May 1995.</p> <p>Airbus SB A310-54-2024 original issue dated 23 May 1995.</p> <p>Airbus SB A300-54-6021 original issue dated 11 August 1993, or Revision 01 dated 16 November 2007, or Revision 02 dated 21 May 2008.</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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 30 April 2013 as PAD 13-063 and republished as PAD 13-063R1 for additional consultation until 28 May 2013. No comments were received during consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EIAW (Airworthiness Office) at E-mail: continued.airworthiness-wb.external@airbus.com. |