


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-063R1</p> <p>Date: 16 May 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, A300-600 and A310 aeroplanes</p>
<p>TCDS Number: France n° 145</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: This AD supersedes EASA AD 2008-0181 dated 01 October 2008.</p>	
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 aircraft, all serial numbers incorporating Airbus modification No.02434 or 03599.</p> <p>Airbus A310-203, A310-203C, A310-204, A310-221, A310-222, A310-304, A310-308, A310-322, A310-324 and A310-325 aircraft, all serial numbers, except aircraft incorporating Airbus modification No.10432.</p> <p>Airbus A300B4-601, A300B4-603, A300B4-605R, A300B4-620, A300B4-622, A300B4-622R and A300C4-620 aircraft, all serial numbers, except aircraft incorporating Airbus modification No.10432.</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 affect aeroplanes of this type design with other engine installations as well.</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 Tolerance analyses have been performed in order to substantiate the second</p>

	<p>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>For the reason described above, this AD retains the requirements of EASA AD 2008-0181, which is superseded, and requires the inspections to be accomplished within reduced thresholds and intervals.</p> <p>This PAD was revised to correct the Applicability.</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 compliance time and in accordance with the instructions of Airbus Service Bulletin (SB) A300-54-0075 Revision 03, SB A310-54-2018 Revision 03, or SB A300-54-6015 Revision 03, as applicable to aeroplane model, accomplish a detailed visual inspection and, for aeroplanes under configuration 3 only, a High Frequency Eddy Current (HFEC) inspection of the pylons 1 and 2 side panels (upper section) at rib 8. <p>Note: The “grace periods” defined in the above SBs is 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 as mentioned in paragraph (1) of this AD. (3) If, during the inspection as required by paragraph (1) of this AD, no crack is found, or if crack 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 applicable SB mentioned in paragraph (1) of this AD, or (3.2) 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, modify the aeroplane. (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 a repair in accordance with the instructions of the applicable SB as mentioned in paragraph (1) of this AD and, thereafter, within the thresholds and intervals defined in the applicable SB as mentioned in paragraph (1) of this AD, accomplish repetitive inspections in accordance with the instructions of this same SB. (5) If, during any inspection as required in paragraph (4) of this AD, crack 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 a terminating action for inspections required by paragraph (1), (2) and (3.1) of this AD. (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 as mentioned in paragraph (1) of this AD, accomplish repetitive inspections on that aeroplane in accordance with the instructions of this same SB. (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

	<p>does not constitute a terminating action for inspection 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 up to revision 02, as applicable to aeroplane model, are acceptable to comply with the initial requirements of this AD. After the effective date of this AD, inspections and corrective actions must be accomplished in accordance with the instructions of Revision 03 of the applicable SBs.</p>
Ref. Publications:	<p>Airbus SB A300-54-0075 Revision 03 dated 25 March 2013; Airbus SB A310-54-2018 Revision 03 dated 25 March 2013; Airbus SB A300-54-6015 Revision 03 dated 25 March 2013; Airbus SB A300-54-0081 original issue dated 23 May 1995; Airbus SB A310-54-2024 original issue dated 23 May 1995; 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. This Proposed AD will be closed for consultation on 28 May 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) at E-mail: continued.airworthiness-wb.external@airbus.com