


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 13-117</b></p> <p><b>Date: 09 August 2013</b></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.</p> <p>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>	
<b>Design Approval Holder's Name:</b> AIRBUS	<b>Type/Model designation(s):</b> A300 and A300-600 aeroplanes
TCDS Number:	France No. 145
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 57</b>	<b>Wings – Centre Wing Bottom Skin at Rib 1 – Inspection</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A300 and A300-600 aeroplanes, all certified models, all Manufacturer Serial Numbers, except A300-600 aeroplanes that have incorporated Airbus modification 10599.
Reason:	<p>Several cases of corrosion on the lower wing root joint, located in the wing bottom skin inboard and outboard of the external lower surface splice, have been reported by operators.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the airframe.</p> <p>Prompted by these findings, DGAC France issued AD 1997-006-210 to require repetitive inspections to detect the presence of corrosion and prevent crack propagation at the wing bottom skin, inboard and outboard of the Rib 1 external lower surface splice, between Frame (FR) 40 and FR47.</p> <p>DGAC France AD 1997-006-210R1 was issued to expand the choice of applicable Service Bulletins (SB). DGAC France AD F-1997-006-210R2 (EASA approval number 2005-2576) was issued to allow A300-600 operators to use Revision 04 of Airbus SB A300-57-6047, converting flight cycles/"Fatigue rating" into flight cycles (FC) / flight hours (FH).</p> <p>Subsequently, Airbus modification 10599 was developed to improve the corrosion behaviour of the area. This improvement allowed refining the inspection programme of the A300-600 aeroplane. For post-modification 10599 A300-600 aeroplanes, the application of the Maintenance Review Board Report (MRBR) inspection tasks was deemed sufficient for maintaining an adequate level of safety on these aeroplanes.</p>

	<p>Consequently, EASA issued AD 2008-0208 (later revised), retaining the requirements of DGAC France AD F-1997-006-210R2, which was superseded, to require the use of Airbus SB A300-57-6047 Revision 05 for the inspections and to exclude post-modification 10599 A300-600 aeroplanes from the Applicability.</p> <p>Since EASA AD 2008-0208R1 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 determined that 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 takes over and retains the requirements for A300 and A300-600 aeroplanes from EASA AD 2008-0208R1 (which will be revised, remaining applicable only to A310 aeroplanes) and requires accomplishment of the inspections within the new thresholds and intervals.</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"> <li>(1) Within 5 years since aeroplane first flight, and, thereafter, at intervals not to exceed 5 years, accomplish a detailed visual inspection (DVI) for corrosion of the rib 1 external lower surface splice between FR40 and FR47, in accordance with the instructions of Airbus SB A300-57-0204 Revision 01, or SB A300-57-6047 Revision 06, as applicable to aeroplane model.</li> <li>(2) If, during any DVI as required by paragraph (1) of this AD, any corrosion is found, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A300-57-0204 Revision 01, or SB A300-57-6047 Revision 06, as applicable to aeroplane model.</li> <li>(3) After corrective action as required by paragraph (2) of this AD, depending on the reworked depth, within the thresholds and intervals defined in, and in accordance with the instructions of Airbus SB A300-57-0204 Revision 01, or SB A300-57-6047 Revision 06, as applicable to aeroplane model, accomplish repetitive fatigue inspections to detect cracks.</li> <li>(4) For A300-600 aeroplanes that, on the effective date of this AD, have already reached or exceeded the revised fatigue inspection thresholds or intervals as defined in Airbus SB A300-57-6047 Revision 06, the next inspection as required by paragraph (3) of this AD must be accomplished within 500 FC or 1 050 FH after the effective date of this AD, without exceeding the thresholds or intervals defined in Airbus SB A300-57-6047 Revision 05.</li> </ol> <p>Note 1: When A300 aeroplanes are operated with an average flight time (AFT) different from those defined in Airbus SB A300-57-0204 Revision 01, the thresholds and intervals of inspections as required by this AD must be adjusted in accordance with the method described in Airworthiness Limitation Item (ALI) Document, section B. Paragraph 7, which replaced the SSID Section 4 Paragraph 4.4 mentioned in the SB A300-57-0204 Revision 01.</p> <p>Note 2: To establish the AFT, take the accumulated FH (counted from the take-off up to the landing) and divide by the number of accumulated FC. The result is the AFT per FC.</p> <ol style="list-style-type: none"> <li>(5) If, during any inspection as required by paragraph (3) of this AD, cracks are found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.</li> </ol>

	<p>(6) Inspections and corrective actions, accomplished before the effective date of this AD, in accordance with the instructions of Airbus SB A300-57-0204 original issue, or SB A300-57-6047 original issue up to revision 05, as applicable to aeroplane model, are acceptable to comply with the initial requirements of paragraphs (1), (2) and (3) of this AD. After the effective date of this AD, the repetitive inspections required by paragraphs (1) and (3), and the corrective actions required by paragraph (2) of this AD, must be accomplished in accordance with the instructions of Airbus SB A300-57-0204 Revision 01, or SB A300-57-6047 Revision 06, as applicable to aeroplane model.</p>
Ref. Publications:	<p>Airbus SB A300-57-0204 Revision 01 dated 02 April 1999.</p> <p>Airbus SB A300-57-6047 Revision 06 dated 17 October 2011.</p> <p>Airbus ALI Document Issue 4 approved 02 December 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"> <li>1. This Proposed AD will be closed for consultation on 06 September 2013.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS – EIAW (Airworthiness Office) E-mail: <a href="mailto:continued.airworthiness-wb.external@airbus.com">continued.airworthiness-wb.external@airbus.com</a>.</li> </ol>