


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>	
	<b>PAD No.: 13-120</b>  <b>Date: 16 August 2013</b>  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.	
<b>Design Approval Holder's Name:</b> AIRBUS		<b>Type/Model designation(s):</b> A300-600 and A300-600ST aeroplanes
TCDS Numbers: France No.145 and EASA.A.014		
Foreign AD: Not applicable		
Supersedure: This AD supersedes DGAC France AD 97-374-238(B) dated 03 December 1997 and DGAC France AD 1999-008-020(B) dated 13 January 1999.		
<b>ATA 57</b>	<b>Wings – Top Skin at Front Spar between Ribs 1 and 7 – Inspection / Modification</b>	
<b>Manufacturer(s):</b>		Airbus (formerly Airbus Industrie)
<b>Applicability:</b>		Airbus A300-600 and A300-600ST aeroplanes, all certified models, all manufacturer serial numbers.
<b>Reason:</b>		<p>During full-scale fatigue testing conducted in the early 1990's, cracks were found on the top skin of the wing between ribs 1 and 7, starting at the front spar fastener holes.</p> <p>This condition, if not detected and corrected, could adversely affect the structural integrity of the wing.</p> <p>Consequently, Airbus issued Service Bulletin (SB) A300-57-6045 and DGAC France issued AD 97-374-238 for A300-600 aeroplanes and AD 1999-008-020 for A300-600ST aeroplanes to require repetitive detailed inspections of the wing top skin and, in case of findings, an Eddy Current (EC) inspection, and, depending on the size of the cracks, repair.</p> <p>After those ADs were issued, further cracks to the wing top skin were reported by operators, within an area not covered by the existing ADs. To address this potential unsafe condition, Airbus revised SB A300-57-6045 to extend the area to be inspected.</p> <p>In addition, a fleet survey and updated Fatigue and Damage Tolerance analyses were performed in order to substantiate the second A300-600 Extended Service Goal (ESG2) exercise. The results of these analyses have determined that the inspection thresholds and intervals must be reduced to allow timely detection of these cracks and the accomplishment of an applicable corrective action(s).</p>

	<p>As the ESG2 exercise is only applicable to A300-600 aeroplanes, A300-600ST aeroplanes are now addressed through new Airbus SB A300-57-9026.</p> <p>For the reasons described above, this AD retains the requirements of DGAC France AD 97-374-238(B) and AD 1999-008-020(B), which are superseded, but requires those actions, for A300-600 aeroplanes only, within reduced 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> <p>(1) Initially, within the compliance time defined in Table 1 of this AD, and, thereafter, at intervals not to exceed those defined in Table 2 of this AD, as applicable to aeroplane configuration, accomplish a detailed inspection of the wing top skin between ribs 1 to 7 in accordance with the instructions of Airbus SB A300-57-6045 Revision 09 or SB A300-57-9026 original issue, as applicable to aeroplane type.</p> <p style="text-align: center;">Table 1: Inspection threshold (whichever occurs first since aeroplane first flight)</p> <table><tr><th rowspan="2">Aircraft</th><th rowspan="2">Operation</th><th colspan="2">Compliance Time</th></tr><tr><th>FC</th><th>FH</th></tr><tr><td rowspan="2">A300B4-600 A300B4-600R A300C4-600</td><td>Normal Range</td><td>17 100</td><td>38 400</td></tr><tr><td>Short Range</td><td>17 100</td><td>38 400</td></tr><tr><td rowspan="2">A300F4-600 A300F4-600R A300-600ST</td><td>Normal Range</td><td>22 000</td><td>49 500</td></tr><tr><td>Short Range</td><td>22 000</td><td>49 500</td></tr></table> <p style="text-align: center;">Table 2: Inspection interval (whichever occurs first since last inspection)</p> <table><tr><th rowspan="2">Aircraft</th><th rowspan="2">Operation</th><th colspan="2">Compliance Time</th></tr><tr><th>FC</th><th>FH</th></tr><tr><td rowspan="2">A300B4-600 A300B4-600R A300C4-600</td><td>Normal Range</td><td>5 100</td><td>11 000</td></tr><tr><td>Short Range</td><td>5 500</td><td>8 300</td></tr><tr><td rowspan="2">A300F4-600 A300F4-600R A300-600ST</td><td>Normal Range</td><td>6 500</td><td>14 100</td></tr><tr><td>Short Range</td><td>7 000</td><td>10 600</td></tr></table> <p style="text-align: center;">Table 3: Grace Period (whichever occurs later after the effective date of this AD)</p> <table><tr><th rowspan="2">Aircraft</th><th colspan="2">Grace Period</th></tr><tr><th>FC</th><th>FH</th></tr><tr><td>A300B4-600, A300B4-600R A300C4-600</td><td>1 000</td><td>2 200</td></tr><tr><td>A300F4-600R A300-600ST</td><td>1 300</td><td>2 800</td></tr></table>	Aircraft	Operation	Compliance Time		FC	FH	A300B4-600 A300B4-600R A300C4-600	Normal Range	17 100	38 400	Short Range	17 100	38 400	A300F4-600 A300F4-600R A300-600ST	Normal Range	22 000	49 500	Short Range	22 000	49 500	Aircraft	Operation	Compliance Time		FC	FH	A300B4-600 A300B4-600R A300C4-600	Normal Range	5 100	11 000	Short Range	5 500	8 300	A300F4-600 A300F4-600R A300-600ST	Normal Range	6 500	14 100	Short Range	7 000	10 600	Aircraft	Grace Period		FC	FH	A300B4-600, A300B4-600R A300C4-600	1 000	2 200	A300F4-600R A300-600ST	1 300	2 800
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Note: The grace period specified in Table 3 may be applied once for the initial or the next repetitive inspection after the effective date of this AD as required by paragraph (1) of this AD.

- (2) If, during any inspection as required by paragraph (1) of this AD, a crack is found in the top skin in the area forward of the front spar attachment, before next flight, contact Airbus for approved repair instructions and, within the compliance time defined in those instructions, accomplish the repair accordingly.
- (3) If, during any inspection as required by paragraph (1) of this AD, any crack is found or suspected in the top skin at or aft of the spar attachment, before next flight, accomplish an EC inspection of the affected or suspected area to confirm and measure the length of the crack, in accordance with the instructions of Airbus SB A300-57-6045 Revision 09 or SB A300-57-9026, as applicable to aeroplane type.
- (4) If, during any EC inspection as required by paragraph (3) of this AD, a crack is confirmed, but less than 6 mm in length, within 50 FC or 110 FH, whichever occurs first after crack confirmation, and, thereafter, at intervals not to exceed 50 FC or 110 FH, whichever occurs first, accomplish a detailed inspection of the crack in accordance with the instructions of Airbus SB A300-57-6045 Revision 09 or SB A300-57-9026, as applicable to aeroplane type.
- (5) If, during any inspection as required by paragraph (3) or (4) of this AD, as applicable, a crack is confirmed and is equal to or more than 6 mm but less than 75 mm in length, accomplish the following actions:
  - (5.1) Before next flight after crack confirmation, accomplish a temporary repair in accordance with the instructions of Airbus SB A300-57-6045 Revision 09 or SB A300-57-9026, as applicable to aeroplane type.
  - (5.2) Within 50 FC or 110 FH, whichever occurs first, after the temporary repair as required by paragraph (5.1) of this AD, and, thereafter, at intervals not to exceed 50 FC or 110 FH, whichever occurs first, accomplish a detailed inspection in accordance with Airbus SB A300-57-6045 Revision 09 or SB A300-57-9026, as applicable to aeroplane type.
  - (5.3) Within 250 FC or 550 FH, whichever occurs first, after embodiment of the temporary repair as required by paragraph (5.1) of this AD, contact Airbus for approved permanent repair procedures and accomplish these procedures accordingly.
  - (5.4) Permanent repair as required by paragraph (5.3) of this AD constitutes terminating action for the repetitive inspections required by paragraph (5.2) of this AD.
- (6) If, during an inspection as required by paragraph (3) or (4) of this AD, a crack is confirmed and is equal to or more than 75 mm in length, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.
- (7) Accomplishment of inspections and/or repair as required by paragraph (2), (3), (4), (5) or (6) of this AD, as applicable, does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD.
- (8) Inspections and/or repair, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A300-57-6045 at original issue up to Revision 08, are acceptable to comply with the initial requirements of this AD. From the effective date of this AD, the actions required by this AD must be accomplished in accordance with Airbus SB A300-57-6045 Revision 09 or SB A300-57-9026 original issue, as applicable to aeroplane type.

Ref. Publications:	<p>Airbus SB A300-57-6045 Revision 09 dated 21 May 2013.</p> <p>Airbus SB A300-57-9026 original issue dated 06 June 2013.</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 13 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>