


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 13-160</b></p> <p><b>Date: 24 October 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. 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> A300-600 and A300-600ST aeroplanes
TCDS Numbers: France No. 145, EASA.A.014	
Foreign AD: None	
Supersedure: Not applicable	
<b>ATA 54</b>	<b>Nacelles and Pylons – Rib 5 Lower Area – Inspection / Replacement</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>Airbus A300-600 aeroplanes, all certified models, all Manufacturer Serial Numbers (MSN), except those on which Airbus modification 11110 has been embodied in production, or which have been modified in-service in accordance with the instructions of Airbus Service Bulletin (SB) A300-54-6031.</p> <p>Airbus A300F4-608ST aeroplanes, MSN 0655, 0751 and 0765.</p>
Reason:	<p>Cracks were found on the lower side of rib 5 in the pylon box on A300 aeroplanes powered with General Electric engines.</p> <p>Investigations revealed that these cracks were due to the stresses resulting from the pressure applied by the thrust reverser cowl bumpers.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.</p> <p>Airbus developed an inspection program to detect the cracks and the associated actions to correct them.</p> <p>For the reasons described above, this AD requires repetitive inspections of the pylon rib 5 on the left hand side (LH) and right hand (RH) side and, when cracks are detected, replacement of the affected structural part(s).</p>
Effective Date:	[TBD: 14 days after final AD issue date]

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Before accumulation of 15 000 flight hours (FH) since aeroplane first flight, or within 6 000 FH after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 15 000 FH, accomplish a High Frequency Eddy Current (HFEC) inspection on the lower area of rib 5 on the LH side and RH side pylon in accordance with the instructions of Airbus SB A300-54-6034 Revision 02, or Airbus SB A300-54-9005, as applicable to aeroplane model.</li> <li>(2) If, during any inspection as required by paragraph (1) of this AD, any crack is found, for A300-600 aeroplanes, within 250 FH, replace all the fittings with new standard fittings in accordance with the instructions of Airbus SB A300-54-6031 or, for A300F4-608ST aeroplanes, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.</li> <li>(3) Replacement of all the fittings on an aeroplane as required by paragraph (2) of this AD, or voluntary modification of an A300-600 aeroplane in accordance with the instructions of Airbus SB A300-54-6031, constitutes terminating action for the repetitive HFEC inspections required by paragraph (1) of this AD for that aeroplane.</li> <li>(4) Inspections, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A300-54-6034 at Revision 01 or original issue, are acceptable to comply with the initial requirements of paragraph (1) of this AD.</li> </ol>
<p>Ref. Publications:</p>	<p>Airbus SB A300-54-6031 original issue dated 30 May 1996.  Airbus SB A300-54-6034 Revision 02 dated 26 August 2013.  Airbus SB A300-54-9005 original issue dated 26 June 2013.  The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 21 November 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>