


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 14-077</p> <p>Date: 30 April 2014</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 A300-600ST aeroplanes</p>
<p>TCDS Numbers: France No. 145 and EASA.A.014</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: None</p>	
ATA 57	Wings – Frame 40 Lower Junction Fastener Holes – Inspection / Repair
<p>Manufacturer(s): Airbus (formerly Airbus Industrie)</p>	
<p>Applicability: Airbus A300 and A300-600 aeroplanes, all models, all Manufacturer Serial Numbers (MSN), and Airbus A300-600ST aeroplanes, all MSN.</p>	
Reason:	<p>Following the A300-600 Extended Service Goal (ESG2) exercise, specific inspections for cracks were performed in fittings of frame (FR) 40, in areas not covered by any existing task.</p> <p>Findings were identified on an A300-600 aeroplane withdrawn from service in the lower tension bolt area at rib one junction (both sides).</p> <p>This condition, if not detected and corrected, could lead to crack initiation, affecting the structural integrity of the aeroplane.</p> <p>To address this potential unsafe condition, an inspection programme was developed for the fitting around the fastener holes located at FR40 lower wing junction, left hand (LH) and right hand (RH) sides.</p> <p>For the reasons described above, this AD requires repetitive High Frequency Eddy Current (HFEC) inspections and rototest inspections of the fitting around the fastener holes located at FR40 lower wing junction and, depending on findings, accomplishment of a repair.</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"> (1) Within 1 000 flight hours (FH) after the effective date of this AD, and, thereafter, at intervals not to exceed 1 000 FH, accomplish a HFEC inspection of fasteners 1 to 3 at FR 40 lower junction, LH and RH sides, and of the fitting around the fastener holes in accordance with the instructions of Airbus Service Bulletin (SB) A300-57-0257, SB A300-57-6115 or SB A300-57-9030, as applicable to aeroplane model. (2) If, during any HFEC inspection as required by paragraph (1) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly. (3) Within 36 months after the effective date of this AD, remove fasteners 1 to 3 at FR40 lower junction, LH and RH sides, measure the diameter of the fastener holes and, before next flight, accomplish the actions specified in Table 1 of this AD, as applicable depending on measurement results, in accordance with the instructions of Airbus SB A300-57-0257, SB A300-57-6115 or SB A300-57-9030: <p style="text-align: center;">Table 1: Actions following Measurement of Fastener Holes</p> <table border="1" data-bbox="563 779 1461 1122"> <thead> <tr> <th>Measurement Results</th><th>Corrective Actions</th></tr> </thead> <tbody> <tr> <td>One or more hole diameters are outside the tolerance of the nominal diameter <u>and</u> are outside the tolerance of the first and second oversize.</td><td>Contact Airbus for approved repair instructions and accomplish those instructions accordingly.</td></tr> <tr> <td>All hole diameters are within the tolerance of the nominal diameter or the first or second oversize.</td><td>Accomplish a rototest inspection of the fastener holes at FR40 lower junction, LH and RH sides.</td></tr> </tbody> </table> <ol style="list-style-type: none"> (4) Accomplishment of a rototest inspection on an aeroplane, as required by paragraph (3) of this AD, constitutes terminating action for the repetitive HFEC inspections as required by paragraph (1) of this AD for that aeroplane. (5) If, during the rototest inspection as required by paragraph (3) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly. (6) If, during the rototest inspection as required by paragraph (3) of this AD, no crack is found, before next flight, install new fasteners of the same diameter in special clearance fit for fasteners 1 to 3 at FR40 lower junction, LH and RH sides, and, thereafter, at intervals not to exceed 7 000 flight cycles, repeat the rototest inspection in accordance with the instructions of Airbus SB A300-57-0257, SB A300-57-6115 or SB A300-57-9030. (7) If, during any rototest 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. 	Measurement Results	Corrective Actions	One or more hole diameters are outside the tolerance of the nominal diameter <u>and</u> are outside the tolerance of the first and second oversize.	Contact Airbus for approved repair instructions and accomplish those instructions accordingly.	All hole diameters are within the tolerance of the nominal diameter or the first or second oversize.	Accomplish a rototest inspection of the fastener holes at FR40 lower junction, LH and RH sides.
Measurement Results	Corrective Actions						
One or more hole diameters are outside the tolerance of the nominal diameter <u>and</u> are outside the tolerance of the first and second oversize.	Contact Airbus for approved repair instructions and accomplish those instructions accordingly.						
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<p>Ref. Publications:</p>	<p>Airbus SB A300-57-0257 original issue, dated 04 April 2014.</p> <p>Airbus SB A300-57-6115 original issue, dated 04 April 2014.</p> <p>Airbus SB A300-57-9030 original issue, dated 31 March 2014.</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 2014.2. 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) E-mail: continued.airworthiness-wb.external@airbus.com.
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