European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2007-0243R1

Issued: 21 June 2023

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A300, A310, A300-600 and A300-600ST aeroplanes

Effective Date:	Revision 1: 05 July 2023 Original Issue: 18 September 2007
TCDS Number(s):	EASA.A.172 and EASA.A.014
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2007-0243 dated 04 September 2007, which superseded DGAC France AD 1997-358-232 R1 dated 22 March 2000. This revised AD supersedes DGAC France AD 1999-007-019 R1 dated 24 January 2001.

ATA 57 – Wings – Wing / Pylon Thrust- and Sideload Fitting (Spigot) – Inspection / Replacement

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Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A300 aeroplanes, all manufacturer serial numbers (MSN);
A310 aeroplanes, MSN 0162 to 0697 inclusive;
A300-600 aeroplanes, MSN 0252 to 0770 inclusive, except MSN 0761 and 0767; and
A300F4-608ST aeroplanes, MSN 0655, 0751 and 0765.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: Airbus Service Bulletin (SB) A300-57-0232 Revision 2 (A300) or SB A300-57-6079 Revision 4 (A300-600 and A300-600ST) or SB A310-57-2075 Revision 03 (A310).

AFT: The average flight time (AFT) of an aeroplane is determined by the total number of accumulated flight hours (FH) divided by the total number of flight cycles (FC) accumulated by that aeroplane. Short range (SR) aeroplanes are those operated with an AFT of less than 1,5 FH/FC; long range (LR) aeroplanes have an AFT of 1,5 FH/FC or higher; (the AFT of A310 is in general ≥ 4 FH/FC).

Groups: Group 1 aeroplanes are all A300 and affected A300-600 and A300-600ST aeroplanes. Group 2 aeroplanes are all affected A310 aeroplanes.

Reason:

A crack was found on the wing / pylon thrust- and sideload fitting (spigot) of an in-service aeroplane, and it was determined that propagation of such cracks would affect the structural integrity of the airframe.

This condition, if not detected and corrected, could affect the structural integrity of the pylon to wing attachment, possibly resulting in the loss of the engine.

To address this potential unsafe condition, Airbus published SB A300-57-0232, A300-57-6079 and A310-57-2075 (original issue) to provide instructions for inspection and replacement of the affected spigots. Consequently, DGAC France issued AD 1997-358-232 (later revised) to require accomplishment of an associated inspection programme.

After AD 1997-0358-232 R1 was issued, Airbus issued Revision 4 of SB A300-57-6079 (applicable for certain A300-600 aeroplanes) to expand its applicability with the MSN 0655, 0751 and 0765, which are however A300-600ST type aeroplanes (model A300F4-608ST). Following further investigations and the extended service goal activities related to A310 aeroplanes, it was determined that the specified inspection threshold and intervals for A310 aeroplanes were incorrect and should be reduced and therefore Airbus revised SB A310-57-2075 and published Revision 3.

Consequently, EASA issued AD 2007-0243, taking over most of the requirements of DGAC France AD 1997-358-232 R1, which was superseded, with reduced inspection threshold and intervals for A310 aeroplanes and expanded applicability, also including three A300-600ST aeroplanes.

Since that AD was issued, it was identified that, during preparation of that AD, it had been overlooked that DGAC France had also issued AD 1999-007-0191 (later revised) to address the same unsafe condition for affected A300-600ST aeroplanes, (as later added to the expanded applicability of SB A300-57-6079 in Revision 4).

For the reason described above, this AD is revised to add the supersedure of DGAC France AD 1999-007-019 R1, and to incorporate some administrative and layout related amendments, to meet the latest standard for EASA ADs and for clarification, without changing the requirements.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

(1) For Group 1 aeroplanes: Before exceeding 2 800 flights cycles (FC) since first flight, or within 18 months after 29 November 1997 [the effective date of DGAC France AD 1997-358-232 at

original issue], whichever occurs later, and, thereafter, at intervals not to exceed 2 800 FC, accomplish a detailed visual inspection (DET) in accordance with the instructions of the SB, as defined in this AD. The 2 800 FC retained as threshold and interval for this DET was determined for a specific AFT. When an aeroplane is operated with a higher AFT, the threshold and interval values must be adjusted in accordance with the instructions of A300 ALS Part 2 at latest issue or A300-600 ALS Part 2 at latest issue, as applicable, and for A300-600ST aeroplanes in accordance with MRBR Appendix 1A at latest issue.

(2) For Group 2 aeroplanes: Before exceeding the threshold defined in paragraph E.(2)(b) of the SB (to be counted since first flight of the aeroplane) , and, thereafter, at intervals not to exceed the number of FC defined in the SB (see Note 1 of this AD), accomplish a DET in accordance with the instructions of the SB.

Note 1: Wherever needed for the defined threshold or intervals, the DET is allowed to be accomplished within a grace period of 800 FC or 1 600 FH, whichever occurs first after 18 September 2007 [the effective date of the original issue of this AD] without exceeding any already planned inspection as previously required by DGAC France AD 1997-358-232 R1.

Corrective Action(s):

(3) If, during any inspection as required by paragraph (1) or (2) of this AD, a spigot is found cracked, before next flight, replace the spigot in accordance with the instructions of the SB.

Terminating Action:

(4) None.

Credit:

(5) Inspections and corrective actions on an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A300-57-0232 at original issue or Revision 01, or SB A300-57-6079 at Revision 03 or earlier revisions, or SB A310-57-2075 at Revision 2 or earlier revisions, are acceptable to comply with the initial requirements of paragraph (1), (2) and (3) of this AD for that aeroplane.

Ref. Publications:

Airbus SB A300-57-0232 original issue dated 09 September 1997, or Revision 1 dated 12 January 1998, or Revision 2 dated 21 February 2000.

Airbus SB A300-57-6079 original issue dated 09 September 1997, or Revision 1 dated 13 October 1997, or Revision 2 dated 12 January 1998, or Revision 3 dated 25 October 1999, or Revision 4 dated 21 February 2000.

Airbus SB A310-57-2075 original issue dated 09 September 1997, or Revision 1 dated 12 January 1998, or Revision 2 dated 21 February 2000, or Revision 3 dated 01 December 2006.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. The original issue of this AD was posted on 06 August 2007 as PAD 07-132 for consultation until 03 September 2007. No comments were received during the consultation period.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – 1IALW (Airworthiness Office);
E-mail: continued.airworthiness-wb.external@airbus.com.