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FAA-04-18602-4

Aircraft Certification Service SHORT' WORKSHEET

DEPT. OF TRANSPORTATION
DOCKETS

2004 JUL 20 A 10:38

DOCKET NUMBER: 2003-NM-160-AD

TECH WRITER::

FCAA AD No./Revision/Date (Attach 1 copy): DGAC CN 2003-086(B), dated March 05, 2003

RECEIVED

Manufacturer Service Information/Revision/Date (Attach 2 clean copies):

Airbus SB A300-57-0238 Rev 2, A300-57-6092 Rev 2; both dated Nov. 21, 2002

JUN 23 2003

ANM-114

PROPOSED CORRESPONDING ACTION:

Emergency AD

Is this action one of the following?

Immediately Adopted AD

Supersedure of AD (Docket No. _____)

Notice of Proposed Rulemaking

Revision of AD (Docket No. _____)

Final rule after NPRM
(If FRAN, complete Attachment A.)

Supplemental NPRM (Docket No. _____)
(If any of the above is checked, complete Attachment B.)

Other (NFR/DFR)

Scratch Criteria

Project Engineer Name/Title: Tim Backman, Aerospace Engineer

Branch: ANM-116

Telephone: 425-227-2797

Backup engineer: _____

Telephone: _____

For each AD item numbered below, provide draft text and/or FCAA AD or SB references. WHERE POSSIBLE, answer items using markup of FCAA AD or SB, & mark with the AD item number.

1. Model, Applicability, # Airplanes (both U.S. & worldwide) - Refer to FCAA AD or SB; state any differences for the U.S. AD:

All Models Airbus A300 series airplanes, certificated in any category.

All Models Airbus A300-600 series airplanes before manufacturer serial number (MSN) 797, certificated in any category.

A300 and A300-600: 372 worldwide/ 120 US

AD Summary and Discussion Sections:

2. What has the FCAA/mfgr told the FAA?

"The FCAA advises that ..."

Describe background/events that prompted the AD in 1-2 sentences. Refer to FCAA AD or SB 'Reason.'

... certain repairs and allowable damage limits defined in the SRM no longer meet Airbus latest design standard requirements (static and fatigue strength may be below certification limits)and those repairs should be re-worked.

3a. What is the unsafe condition AND its cause?

"These actions are intended to prevent..."

Describe unsafe condition and its cause in 2-3 sentences (non-technical terms). Refer to FCAA AD or SB 'Reason.'

... the visual inspection for discrepant repairs is intended to prevent fatigue failure of the repair

3b. What is the end-level effect on the airplane? “...which could result in...”
 Provide a 1-sentence description; use non-technical terms.

... possible loss of the slat which could result in reduced controllability of the airplane

4. (Yes or No) Is the corrective action required in this AD considered to be interim action?

No

5. (Yes or No) Is this action considered sensitive, or is it related to a Safety Recommendation?
 (If yes, state why sensitive, and/or provide copy of FAA/NSTB Safety Recommendation.)

No

6. AD Differences or Exceptions to Policy (if needed): “This AD differs from the FCAA AD...”

Check if: Flight with Cracks (exception to policy) ___; No Flight with Cracks ___; Mandate Term Action ___;
 Not Mandating Term Action (exception to policy) ___; Contact Mgr, FAA ___; Compliance time ___;
 Mandate AFM Action ___; Contact Mgr or FCAA ___
 Describe any other differences between service bulletin (or exceptions to policy) and this proposed FAA AD.

N/A

AD Cost Impact Section:

7a. Work hours for corrective action(s) required: (List hours or reference SB ‘Manpower’).

3 hours per airplane

7b. Parts Cost, if any: (List costs or reference SB ‘Material - Cost and Availability’).

None

AD Body Section:

For EACH corrective action, mark up FCAA AD or SB, if usable -OR- fill out Corrective Action Table below.

8a: Action # 1

What is the <u>corrective action</u>?	Conduct a detailed visual inspection of the wing slat skin panels for: (1) repairs accomplished using SRM 57-40-00 and 57-42-11 instructions before the Dec. 1, 1998 SRM revision and (2) (damage) <u>WHAT TYPE?</u> i.a.w. Airbus SB A300-57-0238 Rev 2 or A300-57-6092 Rev 2. If such a repair to the wing slat panels is found then rework the repair and perform the fastener pitch detailed visual inspection i.a.w. the SB's and later SRM instructions. If damage to the wing slat panels is found then repair in a manner approved by the manager ANM-116 prior to further flight.
What is its <u>compliance time</u>? (Add grace period if not available)	Within 18 months or 1,500 flights from the effective date of the AD; whichever occurs first.
What is <u>repetitive interval</u>?	N/A – one time inspection

9. (Yes or No) Should corrective action(s) required in this AD to be applied to spares as well?

Not Applicable

10. Should a ferry flight permit be: Permitted Permitted with limitations* Prohibited
*List limitations.

11. Check the category that best describes the cause of the unsafe condition addressed by this AD:

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Design Problem | <input type="checkbox"/> Unapproved Parts | <input type="checkbox"/> Operational |
| <input type="checkbox"/> Maintenance | <input type="checkbox"/> Quality Control Problem** | <input type="checkbox"/> Other (specify): |
| **Reporting Req't Needed? _____ | | |