



Airworthiness Directive

AD No.: 2016-0174

Issued: 30 August 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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, 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 agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

Type/Model designation(s):

AIRBUS

A300-600 aeroplanes

Effective Date: 13 September 2016

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2013-0008R1 dated 22 January 2013.

ATA 57 – Wings – Outer Wing Stringer Run-Outs at Rib 14 – Modification

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A300B4-601, A300B4-603, A300B4-605R, A300B4-620, A300B4-622 and A300B4-622R aeroplanes, except those on which Airbus modification (mod) 10324 or mod 10325 has been embodied in production.

Reason:

During full-scale fatigue testing, cracks were detected in the bottom wing skin stringers at Rib 14. In addition, operators have also reported finding cracks in the same area on in-service aeroplanes.

This condition, if not detected and corrected, could impair the structural integrity of the wings.

Additional analysis results showed that the improved design of the stringer run-out was necessary for aeroplanes operating beyond the Extended Service Goal 1.

To address this unsafe condition, Airbus issued Service Bulletin (SB) A300-57-6046 Revision 01 to provide modification instructions, and EASA issued AD 2013-0008 (later revised), to require the



removal of the stringer end run-out plate at stringer 19 on the bottom wing skin and a re-profiling modification of the stringers 10, 11, 12, 17 and 19.

Since that AD was issued, further analysis in the context of Widespread Fatigue Damage (WFD), concluded that a threshold reduction is necessary to meet the WFD requirements. Consequently, Airbus revised SB A300-57-6046 accordingly (now at Revision 03).

For the reasons described above, this AD retains the requirements of EASA AD 2013-0008R1, which is superseded, but reduces the modification threshold, and introduces a pre-mod High Frequency Eddy Current (HFEC) inspection.

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

Required as indicated, unless accomplished previously:

- (1) Before exceeding 30 000 Flight Cycles (FC) since aeroplane first flight, or within 2 000 FC after the effective date of this AD, whichever occurs later, modify the profile of stringer run-outs at rib 14 of both wings, and concurrently, accomplish a HFEC inspection in accordance with the instructions of Airbus SB A300-57-6046 Revision 03.
- (2) Modification of an aeroplane before the effective date of this AD, in accordance with the instructions of Airbus SB A300-57-6046 (mod 10326) at original issue, or Revision 01, or Revision 02, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Airbus SB A300-57-6046 at original issue dated 18 January 1994, or Revision 01 dated 18 April 2011, or Revision 02 dated 21 June 2013, or Revision 03 dated 04 February 2015.

The use of later approved revisions of this document 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. This AD was posted on 26 July 2016 as PAD 16-112 for consultation until 23 August 2016. 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. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – EIAW (Airworthiness Office)
E-mail: continued.airworthiness-wb.external@airbus.com.

