	AIRWORTHINESS DIRECTIVE No F-2005-200	Distribution: B	Issue date: December 07, 2005	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 1999-009-021 cancelled by its Revision 2		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A300-600ST aircraft		
Type certificate(s) No. EASA.A.014 TCDS No EASA.A.014				
ATA chapter: 57	Subject: Wing rear spars - Modification to the build slot between ribs 1 and 2			

1. **EFFECTIVITY:**

AIRBUS A300-600ST aircraft, all serial numbers, except for aircraft on which AIRBUS modification No. 19558 (AIRBUS Service Bulletin (SB) A300-57-9011 in service) has been embodied.

2. **REASONS:**

Inspections of A300 and A300-600 aircraft in service, as well as the fatigue test programme developed for the certification of the A300 aircraft have revealed the initiation of cracks in the vertical web of the rear spar between ribs 1 and 2.

The cracks ran from the tip of the build slot to the nearest adjacent holes.

The propagation of such cracks could affect the structural integrity of the airframe.


For the BELUGA aircraft, of an identical design in this area, the embodiment of the modification developed by the manufacturer is rendered mandatory by this Airworthiness Directive (AD). The embodiment of such modification at a given threshold does not require the setting up of a specific inspection programme for these aircraft.

Consequently, AD 1999-009-021 R1 is cancelled.

3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The following measures are rendered mandatory on the effective date of this AD:

Before accumulation of 21,000 flights since first flight of the aircraft, modify the build slot of the LH and RH wing, in accordance with the instructions of SB A300-57-9011.

	AIRWORTHINESS DIRECTIVE No F-2005-200	Distribution: B	Issue date: December 07, 2005	Page: 2/2
---	--	---------------------------	---	---------------------

4. REFERENCE PUBLICATION:

AIRBUS Service Bulletin A300-57-9011 original issue
Any later approved revision of this SB is acceptable.

5. EFFECTIVE DATE:

December 17, 2005.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:
AIRBUS SAS - EAW - Office of Airworthiness - Fax: 33 5 61 93 45 80.

7. APPROVAL:

This AD is approved under EASA reference No 2005-6420 dated November 29, 2005.