EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2008-0111 **[Corrected: 16 June 2008]** **Date: 10 June 2008** Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008 Article 14(4) exemption].

Type Approval Holder's Name :	**Type/Model designation(s) :**
AIRBUS SAS	A300 and A300-600 aircraft

TCDS Number :	France No. 145
Foreign AD :	Not applicable
Supersedure:	This Airworthiness Directive (AD) supersedes DGAC France AD F-2005-113R1 dated 20 July 2005, EASA approval number 2005-6080.

ATA 57	**Wings - Main Landing Gear (MLG) Rib 5 Attachment Fitting Lower Flange - Inspection / Repair**
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE).
Applicability:	AIRBUS A300 aircraft, all certified models, all serial numbers, and AIRBUS A300-600 aircraft, all certified models, all serial numbers, except aircraft modified in production with Airbus modification 11912 or aircraft on which Airbus modification 11932 has been embodied before initial entry into service. In addition, the requirements of this AD do not apply to aircraft without Airbus modification 11912 on which MLG ribs 5 have been replaced in service on both the left hand (LH) and right hand (RH) wings. **Note**: If a new MLG rib 5 has been installed on one wing only, then the mandatory actions specified in this AD are required on the MLG rib 5 installed on the other wing.
Reason:	Following the occurrence of cracks on the MLG rib 5 RH and LH attachment fitting lower flanges, DGAC France AD 2003-318(B) was issued to require repetitive inspections and, as terminating action, the embodiment of AIRBUS Service Bulletins (SB) A300-57-0235 and A300-57-6088 not later than 31 December 2004. Subsequently, new cases of cracks were discovered during scheduled maintenance checks by operators of A300B4 and A300-600 type aircraft on which the terminating action SB's were embodied. This condition, if not corrected, could affect the structural integrity of those aircraft. To address and correct this condition, AIRBUS developed an inspection program for aircraft modified in accordance with SB A300-57-0235 or SB A300-57-6088. This inspection program was required to be implemented by

	DGAC France AD F-2005-113, original issue and later revision 1. This new EASA AD, which supersedes DGAC France AD F-2005-113R1, is issued to reduce the scope of applicability of former AD F-2005-113R1 requirements. For aircraft already compliant with DGAC France AD F-2005-113R1, no further action is required by this AD. This AD has been republished to correct an erroneous SB number.
Effective Date:	24 June 2008
Required action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 700 flight cycles (FC) following embodiment of SB A300-57-0235 or SB A300-57-6088 at any revision or within 6 months after 26 July 2005 [the effective date of DGAC France AD F-2005-113 at original issue], whichever occurs later, perform a detailed visual inspection (DVI) followed by an High Frequency Eddy Current inspection (HFEC) of holes 47 and 54 in the RH and/or LH MLG rib 5 attachment fitting lower flange in accordance with the instructions of SB A300-57-0246 or SB A300-57-6101 at any revision. (2) Thereafter, at intervals not to exceed 700 FC, repeat the DVI and HFEC inspections in accordance with the instructions of SB A300-57-0246 or SB A300-57-6101 at any revision. (3) If no cracks are detected during the repeat inspections performed at or above 2 100 FC following embodiment of SB A300-57-0235 or SB A300-57-6088, then no further inspections required. (4) If cracks are detected by the inspections as required by paragraph (1) or (2) of this AD, before next flight contact AIRBUS for approved repair solutions and repair the aircraft accordingly.
Ref. Publications:	AIRBUS SB A300-57-0235 original issue up to revision 5, A300-57-6088 original issue up to revision 4. AIRBUS SB A300-57-0246 original issue or revision 1, A300-57-6101 original issue or revision 1. The use of later approved revisions of these 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. This AD was posted on 07 May 2008 as PAD 08-054 for consultation until 04 June 2008. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EAW, Airworthiness Office, Telephone + 33 5 61 93 36 96; Facsimile + 33 5 61 93 44 51.