

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2012-0203</p> <p>Date: 01 October 2012</p> <p>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.</p>	
<p>This AD is issued in accordance with EC 748/2012, Part 21.A.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].</p>		
<p>Design Approval Holder's Name: AIRBUS</p>		<p>Type/Model designation(s): A300 and A300-600 aeroplanes</p>
TCDS Number:	France No.145	
Foreign AD:	Not applicable	
Supersedure:	This AD supersedes EASA AD 2006-0282 dated 12 September 2006.	
ATA 57		
Wings – Lower Skin Panel Inboard of Rib 9 and Aft of Rear Spars – Inspection		
Manufacturer(s):	Airbus (Formely Airbus Industries)	
Applicability:	Airbus A300B2-1C, A300B2-203, A300B2K-3C, A300B4-103, A300B4-120, A300B4-203, A300B4-2C, A300C4-203, A300F4-203, A300B4-601, A300B4-603, A300B4-605R, A300B4-620, A300B4-622, A300B4-622R, A300C4-605R/F, A300C4-620 and A300F4-605R aeroplanes, all manufacturer serial numbers.	
Reason:	<p>During routine maintenance, cracks were found in the wing bottom skin and in the associated internal support structure on an A300 aeroplane aft of the rear spar and inboard of rib 9. Initially, cracks were found in the skin only, starting from a fastener close to the forward outboard corner of access panel 575FB/675FB. Subsequently, cases were reported of cracks being found in the skin support strap and the stiffener.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.</p> <p>To address this unsafe condition, EASA issued AD 2006-0282 to require repetitive inspections of the wing lower skin panel and associated internal support structure aft of the rear spar and inboard of rib 9.</p> <p>Since that AD was issued, the results of a fleet survey and updated Fatigue and Damage Tolerance analysis, which were performed in order to substantiate the second A300 and A300-600 Extended Service Goal (ESG2) exercise, revealed that the inspection threshold and interval had to be reduced to allow timely detection of cracks and the accomplishment of an applicable corrective action.</p>	

	<p>Prompted by these findings, Airbus issued Revision 05 of Airbus Service Bulletin (SB) A300-57-0177 and Revision 07 of Airbus SB A300-57-6029.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2006-0282, which is superseded, but requires the accomplishment of those actions within reduced thresholds and intervals.</p>
Effective Date:	15 October 2012
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within the compliance times (thresholds and intervals) indicated in Airbus SB A300-57-0177 Revision 05 or Airbus SB A300-57-6029 Revision 07, as applicable to the aeroplane model and aeroplane configuration, accomplish repetitive eddy current inspections and/or detailed visual inspections and/or X-ray inspections of the left-hand and right-hand wing lower skin panels and associated internal support structures, aft of the rear spar and inboard of rib 9, as applicable to aeroplane configuration, in accordance with the instructions of Airbus SB A300-57-0177 Revision 05 or Airbus SB A300-57-6029 Revision 07, as applicable to the aeroplane model. (2) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A300-57-0177 Revision 05 or Airbus SB A300-57-6029 Revision 07, as applicable to the aeroplane model and aeroplane configuration. (3) Corrective actions, as required by paragraph (2) of this AD, do not constitute terminating action for the repetitive inspection requirements of paragraph (1) of this AD. (4) Inspections and corrective actions, accomplished before the effective date of this AD, in accordance with the instructions of Airbus SB A300-57-0177 at original issue up to Revision 04, or Airbus SB A300-57-6029 at original issue up to Revision 06, as applicable to the aeroplane model, are acceptable to comply with the initial requirements of paragraph (1) of this AD. After the effective date of this AD, inspections and, depending on findings, corrective actions must be accomplished in accordance with the instructions of Airbus SB A300-57-0177 Revision 05, or Airbus SB A300-57-6029 Revision 07, as applicable to aeroplane model.
Ref. Publications:	<p>Airbus SB A300-57-0177 Revision 05 dated 23 March 2007.</p> <p>Airbus SB A300-57-6029 Revision 07 dated 06 June 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 23 August 2012 as PAD 12-113 for consultation until 20 September 2012. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 – EIAW (Airworthiness Office), Telephone: + 33 (0)5 6118-4139, Fax: + 33 (0)5 6193-4451.