


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0008</p> <p>Date: 10 January 2013</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 EU 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 Change Approval Holder's Name: AIRBUS</p>	<p>Type/Model designation(s): A300-600 aeroplanes</p>
TCDS Number:	France No.145
Foreign AD:	Not applicable
Supersedure:	None
ATA 57	Wings – Outer Wing Stringer Run-Outs at Rib 14 – Modification
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>A300-600 aeroplanes except A300C4-620 model, all Manufacturer Serial Numbers, except aeroplanes on which Airbus Modification 10326 has been embodied in production.</p> <p>Note: This AD applies only to aeroplanes that are operated beyond the Extended Service Goal (ESG 1): 42 500 Flight Cycles (FC).</p>
Reason:	<p>During full-scale fatigue testing, cracks were detected in the bottom wing skin stringers at rib 14. In addition, A300 aeroplane operators have also reported finding cracks in the same area.</p> <p>This condition, if not detected and corrected, could impair the structural integrity of the wings.</p> <p>Additional analysis results showed that the improved design of the stringer run-out is necessary for aeroplanes operating beyond the ESG 1.</p> <p>For the reasons described above, this AD requires the removal of the stringer end run-out plate at stringer 19 on the bottom wing skin and the re-profiling modification of the stringers 10, 11, 12, 17 and 19.</p>
Effective Date:	24 January 2013

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless previously accomplished:</p> <ol style="list-style-type: none"> (1) Upon accumulation of 42 500 Total FC, 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 in accordance with the accomplishment Instructions of Airbus Service Bulletin (SB) A300-57-6046 Revision 01. (2) Modification of an aeroplane before the effective date of this AD, in accordance with the instructions of Airbus SB A300-57-6046 at original issue, is acceptable for compliance with the requirements of paragraph (1) of this AD for that aeroplane.
Ref. Publications:	<p>Airbus SB A300-57-6046 at original issue dated 18 January 1994, or Revision 01 dated 18 April 2011.</p> <p>The use of later approved revisions of this document 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 27 November 2012 as PAD 12-152 for consultation until 25 December 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.