


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0013R1</p> <p>Date: 20 February 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 Approval Holder's Name: Airbus</p>		<p>Type/Model designation(s): A300-600 aeroplanes</p>
TCDS Number:	France No.145	
Foreign AD:	Not applicable	
Revision:	This AD revises EASA AD 2013-0013 dated 15 January 2013, which superseded DGAC France AD 1997-375-239(B)R3 dated 12 July 2000.	
ATA 57		
Wings – Rear Spar Build Slot between Ribs 1 and 2 – Inspection		
Manufacturer(s):	Airbus (Formerly Airbus Industries)	
Applicability:	Airbus 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>Wing fatigue tests carried out by Airbus revealed cracks on the vertical web of the rear spar between Ribs 1 and 2. Similar cracks in the same area were reportedly found by A300 aeroplane operators. In all cases, the cracks ran from the tip of the build slot to the nearest adjacent bolt hole.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.</p> <p>To address this unsafe condition, DGAC France issued AD 1997-375-239 (later revised, now at Revision 3) to require an eddy current inspection of the aft face of the wing rear spar in the area adjacent to the build slot on Left Hand (LH) and Right Hand (RH) wings.</p> <p>Since that AD was issued, a fleet survey and updated fatigue and damage tolerance analysis were performed in order to substantiate the second A300-600 Extended Service Goal (ESG2) exercise. The results of the survey and analysis showed that the inspection threshold and interval must be reduced to allow timely detection of cracks and accomplishment of an applicable corrective action.</p> <p>Prompted by these findings, Airbus issued Airbus Service Bulletin (SB) A300-57-6059 Revision 04.</p>	

	<p>For the reasons described above, this AD retains the requirements of DGAC France AD 1997-375-239(B)R3, which is superseded, but redefines the thresholds and intervals. This AD also expands the applicability to aeroplanes on which Airbus modification (mod) 12102 has been embodied in production and to aeroplanes on which Airbus SB A300-57-6063 (Airbus mod 11130) has been embodied in service.</p> <p>This AD is re-published for clarification of the inspection thresholds and intervals.</p>
Effective Date:	<p>Revision 1: 06 March 2013</p> <p>Original issue: 29 January 2013</p>
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, flight hours or flight cycles, whichever occurs first) defined in Table 1, Table 2, Table 3 and Table 4 of Airbus SB A300-57-6059 Revision 4, as applicable to the aeroplane configuration and aeroplane utilization, accomplish repetitive eddy current inspections of the aft face of the wing rear spar web in the area adjacent to the build slot in accordance with the instructions of Airbus SB A300-57-6059 Revision 04. (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 A300-57-6059 Revision 04. (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 A300-57-6059 at original issue up to Revision 03, are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD (initial and repetitive inspections). After the effective date of this AD, repetitive inspections and, depending on findings, corrective actions must be accomplished in accordance with the instructions of Airbus SB A340-57-6059 at Revision 04.
Ref. Publications:	<p>Airbus SB A300-57-6059 Revision 04 dated 22 February 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. The original issue of this AD was posted on 26 November 2012 as PAD 12-148 for consultation until 24 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.