


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0048</p> <p>Date: 04 March 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 n° 145	
Foreign AD:	Non applicable	
Supersedure:	This AD supersedes DGAC France AD 94-269-171(B)R2 dated 11 March 1998.	
ATA 53	Fuselage – Lower Corner of the Horizontal Stabilizer Cut-out Longeron in the Tail Cone – Inspection	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	Airbus A300-600 aeroplanes, all models, all manufacturer serial numbers, except aeroplanes on which Airbus modification 6146 has been embodied in production.	
Reason:	<p>During a full scale fatigue test, a crack was found at the lower corner of the assembly of the horizontal stabilizer cut-out, between Frame (FR)87 and FR89 and between Stringer (STGR)24 and STGR27, Left Hand (LH) and Right Hand (RH) sides.</p> <p>This condition, if not detected and corrected, could reduce the structural integrity of the aeroplane.</p> <p>DGAC France issued AD 94-269-171 to require repetitive visual and High Frequency Eddy Current (HFEC) rotating probe inspections of the affected areas and subsequent corrective action, in case of cracks.</p> <p>Since that AD was issued, a fleet survey and updated Fatigue and Damage Tolerance analyses have been performed to substantiate the second A300-600 Extended Service Goal (ESG2) exercise. The results of these analyses have shown that the risk of cracks for these aeroplanes is higher than initially determined and that, consequently, the thresholds and intervals must be reduced to allow timely detection of these cracks and accomplishment of an applicable corrective action.</p> <p>For the reasons described above, this AD retains the requirements of DGAC France AD 94-269-171(B) R2, which is superseded, and requires the accomplishment of these actions within the new thresholds and intervals</p>	

	defined in Revision 03 of Airbus Service Bulletin (SB) A300-53-6042.
Effective Date:	18 March 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) After 17 December 1994 [the effective date of the original issue of DGAC France AD 94-269-171(B)R2], accomplish the following actions in accordance with the instructions and within the thresholds and intervals defined in Airbus SB A300-53-6042 Revision 03:</p> <p>(1.1) A visual inspection of the lower horizontal-stabilizer cut-out longeron, the corner fitting, the skin strap and the skin between FR87 and FR89 and between STGR24 and STGR27, LH and RH sides.</p> <p>(1.2) An HFEC inspection of the flanges of the lower corner fittings and the edges of the outer skin and the edges of the longeron, the skin strap and the skin at the run-out of the corner fitting above the last eight fasteners.</p> <p>(1.3) Removal of fasteners from the assembly of the lower corner fittings, longerons, skin straps and skin, a rotating probe inspection and, if no cracks are found, a cold expansion of the fastener holes.</p> <p>(2) If, during any inspection as required by paragraph (1) of this AD, any cracks are found, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A300-53-6042 Revision 03.</p> <p>(3) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A300-53-6042 at original issue up to Revision 2, are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD. After the effective date of this AD, the repetitive inspections required by paragraph (1) and the corrective actions required by paragraph (2) of this AD must be accomplished in accordance with the instructions of Airbus SB A300-53-6042 Revision 03.</p>
Ref. Publications:	<p>Airbus Service Bulletin A300-53-6042 Revision 03 dated 30 August 2012.</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"> If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. This AD was posted on 25 January 2013 as PAD 13-021 for consultation until 22 February 2013. No comments were received during the consultation period. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 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