


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0180</p> <p>Date: 09 August 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 :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A300-600 aeroplanes</p>	
<p>TCDS Number : France No.145</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure: This AD supersedes DGAC France AD 94-031-155(B) R1 dated 07 May 1997.</p>		
ATA 57	Wings – Rear Spar MLG Attachment Fitting Holes – Inspection / Repair	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A300-600 aeroplanes, all certified models except A300F4-622R, all serial numbers.</p>	
<p>Reason:</p>	<p>During full-scale fatigue testing, cracks were found on the rear spar from certain bolt holes at the attachment of the Main Landing gear (MLG) forward pick-up fitting and the MLG Rib 5 aft.</p> <p>This condition, if not detected and corrected, could reduce the structural integrity of the aeroplane.</p> <p>DGAC France issued AD 94-031-155 (later revised) to require High Frequency Eddy Current (HFEC) or Ultrasonic (U/S) inspections of certain fastener holes where the MLG forward pick-up fitting and MLG Rib 5 aft are attached to the rear spar.</p> <p>Since DGAC France AD 94-031-155(B) R1 was issued, a fleet survey and updated Fatigue and Damage Tolerance analyses have been performed in order to substantiate the second A300-600 Extended Service Goal (ESG2) exercise. The results of these analyses have shown that the threshold and interval 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 94-031-155(B) R1, which is superseded, but reduces the related compliance times.</p>	

Effective Date:	23 August 2013
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 as specified in Airbus Service Bulletin (SB) A300-57-6017 Revision 04, depending on the aeroplane configuration and Average Flight Time, accomplish repetitive U/S inspections of the MLG attachment fitting holes on the wing rear spar in accordance with the instructions of Airbus SB A300-57-6017 Revision 04. For aeroplanes modified in accordance with the instructions of Airbus SB A300-57-6073 at any revision, the threshold of repetitive U/S inspections of the MLG attachment fitting holes on the wing rear spar is counted from the accomplishment of the modification. (2) If, during any inspection as required by paragraph (1) of this AD cracks are found, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A300-57-6017 Revision 04. (3) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A300-57-6017 at original issue up to Revision 03, are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD. After the effective date of this AD, inspections and corrective actions must be accomplished in accordance with the instructions of Airbus SB A300-57-6017 at Revision 04. (4) Accomplishment of corrective action(s) on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.
Ref. Publications:	<p>Airbus SB A300-57-6017 Revision 04 dated 24 February 2011.</p> <p>Airbus SB A300-57-6073 original issue dated 30 September 1997, Revision 01 dated 12 January 1999 or Revision 02 dated 12 September 2011.</p> <p>The use of later approved revisions of these documents are 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 21 January 2013 as PAD 13-015 for consultation until 18 February 2013. The Comment Response Document can be found at http://ad.easa.europa.eu 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) E-mail: continued.airworthiness-wb.external@airbus.com.