


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2013-0221</b></p> <p><b>Date: 19 September 2013</b></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><b>Design Approval Holder's Name:</b> AIRBUS</p>	<p><b>Type/Model designation(s):</b> A300-600 aeroplanes</p>
TCDS Number:	France No. 145
Foreign AD:	Not applicable
Supersedure:	This AD supersedes DGAC France AD 1995-086-180(B)R2 dated 15 May 1999.
<b>ATA 57</b>	<b>Wings – Top Skin Centre Spar Joint between Ribs 1 and 7 – Inspection / Repair</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A300-600 aeroplanes, all certified models, all manufacturer serial numbers, except those on which Airbus Modification (mod.) 10160 has been embodied in production.
Reason:	<p>During fatigue tests conducted in the early 1990's, cracks were found on the top skin of the wing at the centre spar joint between ribs 1 and 7.</p> <p>Consequently, Airbus developed production mod. 10089 and issued Service Bulletin (SB) A300-57-6041, involving installation of a reinforcing plate on the affected area. Despite this improvement, subsequent cases of cracks were reported by operators.</p> <p>This condition, if not detected and corrected, could adversely affect the structural integrity of the aeroplane.</p> <p>To address this potential unsafe condition, Airbus issued SB A300-57-6044 and DGAC France issued AD 95-086-180 (later revised twice) to require repetitive inspections of the affected area and, depending on findings, accomplishment of applicable corrective action(s).</p> <p>Since AD 1995-086-180(B)R2 was issued, a fleet survey and updated Fatigue and Damage Tolerance Analyses were performed in order to substantiate the second A300-600 Extended Service Goal (ESG2) exercise. The results of these analyses have shown that the inspection thresholds and intervals must be reduced to allow timely detection of these cracks and accomplishment of an applicable corrective action.</p>

	<p>Prompted by these findings, Airbus issued SB A300-57-6044 Revision 04.</p> <p>For the reasons described above, this AD retains the requirements of DGAC France AD1995-086-180(B)R2, which is superseded, but requires the repetitive inspections to be accomplished at reduced thresholds and intervals and, depending on findings, corrective actions.</p>
Effective Date:	03 October 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p><b>Re-statement of DGAC France AD 1995-086-180(B)R2:</b></p> <p>(1) Within 3 000 flight cycles after 20 May 1995 [the effective date of the original issue of DGAC France AD 95-086-180], or within the threshold defined in Airbus SB A300-57-6044 Revision 02, whichever occurs later, and, thereafter, at intervals not to exceed those defined in Airbus SB A300-57-6044 Revision 02, inspect the top wing skin at the level of the centre spar in accordance with the instructions of Airbus SB A300-57-6044 Revision 02.</p> <p><b>New Requirements of this AD:</b></p> <p>(2) After the effective date of this AD, within the compliance times (thresholds and intervals, flight hours or flight cycles, whichever occurs first) defined in Table 1, Table 2 and Table 3 of Airbus SB A300-57-6044 Revision 04, as applicable to aeroplane configuration and aeroplane utilisation, accomplish repetitive Detailed Inspections, or High Frequency Eddy Current (HFEC) inspections, and/or Low Frequency Eddy Current (LFEC) inspections, as applicable, on the wing top skin centre spar joint between ribs 1 and 7 in accordance with the instructions of Airbus SB A300-57-6044 Revision 04.</p> <p>(3) If, during any inspection as required by paragraph (1) or paragraph (2) of this AD, cracks are detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A300-57-6044 Revision 04.</p> <p>(4) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A300-57-6044 at original issue up to Revision 03, are acceptable to comply with the initial requirements of this AD. 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 A300-57-6044 at Revision 04. After the first inspection as required by paragraph (2) of this AD, the inspections of paragraph (1) of this AD are no longer required.</p> <p>(5) Corrective actions, as required by paragraph (3) of this AD, do not constitute terminating action for the repetitive inspection requirements of paragraph (2) of this AD.</p>
Ref. Publications:	<p>Airbus SB A300-57-6044 original issue dated 01 March 1993, or Revision 01 dated 25 November 1994, or Revision 02 dated 06 September 1995, or Revision 03 dated 07 April 1999, or Revision 04 dated 19 August 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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 08 August 2013 as PAD 13-116 for consultation until 05 September 2013. No comments were received during the consultation period.</li> </ol>

	<ol style="list-style-type: none"><li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li><li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS - EIAWA (Airworthiness Office) E-mail: <a href="mailto:continued.airworthiness-wb.external@airbus.com">continued.airworthiness-wb.external@airbus.com</a>.</li></ol>
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