EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0119 **Date: 13 May 2014** 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.

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].

Design Approval Holder's Name:	**Type/Model designation(s):**
AIRBUS	A300-600 aeroplanes

TCDS Number:	France No.145
Foreign AD:	Not applicable
Supersedure:	This AD supersedes DGAC France AD 94-069-158(B) dated 09 April 1994.

ATA 57	**Wings – Wing Bottom Skin Adjacent To The Aft Pylon Attachment Fitting – Inspection**
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A300B4-601, A300B4-603, A300B4-605R, A300B4-620, A300B4-622, A300B4-622R, A300C4-605R/F, A300C4-620, A300F4-605R and A300F4-622R aeroplanes, all manufacturer serial numbers.
Reason:	Full-scale fatigue tests carried out on the A300-600 test specimen by Airbus revealed crack initiation in the bottom skin adjacent to the aft pylon attachment fitting. This condition, if not detected and corrected, could affect the structural integrity of the aeroplane. To address this unsafe condition, DGAC France issued AD 94-069-158(B) to require repetitive detailed visual inspections (DVI) of the wing bottom skin in the area of the cut-out for the pylon rear attachment fitting on Left Hand (LH) and Right Hand (RH) wings. Since that AD 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. As a result, it was revealed that the inspection threshold and interval must be reduced to allow timely detection of cracks and the accomplishment of an applicable corrective action. Prompted by these findings, Airbus issued Revision 07 of Service Bulletin (SB) A300-57-6028. For the reasons described above, this AD retains the requirements of DGAC France AD 94-069-158(B), which is superseded, but reduces the inspection thresholds and intervals.

Effective Date:	27 May 2014
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within the compliance times (threshold and intervals) indicated in Table 1 or Table 2 of Appendix 1 of this AD, as applicable to the aeroplane model and aeroplane utilization, accomplish repetitive DVI of the wing bottom skin in the area of the cut-out for the pylon rear attachment fitting on LH and RH wings in accordance with the instructions of Airbus SB A300-57-6028 Revision 07. Note: For the purpose of this AD, the Average Flight Time shall be established as follows for the determination of: - The inspection threshold (TH), as the total accumulated flight hours (FH), counted from take-off to touch-down, divided by the total accumulated flight cycles (FC) at the effective date of this AD. - The first inspection interval (INT), as the total accumulated FH divided by the total accumulated FC at the time of the TH inspection. - The second inspection INT onwards, as the FH divided by the FC accumulated between the last two inspections. (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 A300-57-6028 Revision 07. (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 A300-57-6028 at original issue up to Revision 06, are acceptable to comply with the initial requirements of paragraphs (1) and (2) 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 A300-57-6028 Revision 07.
Ref. Publications:	Airbus SB A300-57-6028 Revision 07 dated 06 June 2011. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 14 September 2012 as PAD 12-119 for consultation until 12 October 2012. 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), Email: continued.airworthiness-wb.external@airbus.com.

Appendix 1

Note: The short range is applicable for aeroplanes with an average flight time lower than 1,5 FH, and the normal range is applicable for aeroplanes with an average flight time equal or higher than 1,5 FH.

Table 1: Inspection Threshold and Interval for Normal Range Operations

Aeroplane models	Compliance time (whichever occurs later between A and B)		Interval (whichever occurs first)
	A (whichever occurs first)	B (whichever occurs first)	
A300F4-605R and A300F4-622R	24 000 Flight Cycles (FC) or 51 800 Flight Hours (FH) since aeroplane first flight	2 000 FC or 4 300 FH after the effective date of this AD	9 000 FC or 19 400 FH
A300B4-600 and A300C4-600 series	19 100 FC or 41 200 FH since aeroplane first flight	1 500 FC or 3 200 FH after the effective date of this AD	7 100 FC or 15 300 FH

Table 2: Inspection Threshold and Interval for Short Range Operations

Aeroplane models	Compliance time (whichever occurs later between A and B)		Interval (whichever occurs first)
	A (whichever occurs first)	B (whichever occurs first)	
A300F4-605R and A300F4-622R	25 900 FC or 38 800 FH since aeroplane first flight	2 100 FC or 3 200 FH after the effective date of this AD	9 700 FC or 14 500 FH
A300B4-600 and A300C4-600 series	20 600 FC or 30 900 FH since aeroplane first flight	1 600 FC or 2 400 FH after the effective date of this AD	7 600 FC or 11 500 FH