

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<b>AD No.: 2006 - 0282</b>  <b>Date: 12 September 2006</b>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
<b>Type Approval Holder's Name:</b>	<b>Type/Model designations:</b>	
AIRBUS	A300 and A300-600	
TCDS Number: France No 145		
Foreign AD: None		
Supersedure: None		
<b>ATA 57</b>		
<b>Wings – Lower Skin panel No. 2 Inboard of rib 9 - Inspection</b>		
<b>Manufacturer:</b>	AIRBUS (formerly AIRBUS INDUSTRIE)	
<b>Applicability:</b>	AIRBUS aircraft : - A300 and A300-600 all certified models, all serial numbers.	
<b>Reason:</b>	<p>This Airworthiness Directive (AD) is published subsequent to the detection of cracks on multiple aircraft in lower skin panel No. 2 forward of access panel 575FB/675FB held on the rear dummy spar, inboard of rib 9, fuselage side, aft of the rear spar.</p> <p>This area of structure has been subjected to several repairs and modifications in previous years.</p> <p>The AIRBUS Service Bulletins (SB) A300-57-0177 at Revision 3 and A300-57-6029 at Revision 4 define the various configurations for the mandatory inspections to be conducted in order to control or correct the development of cracks which could affect the structural integrity of the aircraft.</p>	
<b>Effective Date:</b>	26 September 2006	
<b>Compliance:</b>	The following measures are rendered mandatory from the effective date of this AD:	

	<p>1. At the threshold and according to the instructions defined in SB A300-57-0177 Revision 3 or A300-57-6029 Revision 4, perform the inspection of the wing lower skin panel and associated internal support structure aft of the rear spar and inboard of rib 9 and if necessary apply the corrective measures in accordance with SB A300-57-0177 Revision 3 or SBA300-57-6029 Revision 4.</p> <p>Aircraft close to or which have exceeded the values of the inspection threshold must be inspected in the delay (grace period) defined for each configuration in paragraph 1.E.(2) of SB A300-57-0177 Revision 3 or A300-57-6029 Revision 4, taking the effective date of this AD as a reference.</p> <p>2. Repeat the inspection at the intervals and according to the instructions defined in SB A300-57-0177 Revision 3 or SB A300-57-6029 Revision 4</p> <p>3. Report to AIRBUS the inspection results whatever they may be.</p>
Ref. Publications:	<p>AIRBUS Service Bulletins: A300-57-0177 Revision 3; A300-57-6029 Revision 4 or later approved revisions.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</li> <li>2. This AD was posted as PAD 06-196 for consultation on 26 July 2006 with a comment period until 31 August 2006. No comments were raised during the consultation period.</li> <li>3. Enquiries regarding this Airworthiness Directive should be referred the Airworthiness Directive Focal Point - Certification 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 – EAW (Airworthiness Office, Ph.: + 33 5 61 93 36 96; Fax: + 33 5 61 93 44 51).</li> </ol>