


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2013-0234R1</b></p> <p><b>Date: 02 October 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></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s):</b></p> <p>A300 and A300-600 aeroplanes</p>
TCDS Number:	France No. 145
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2013-0234 dated 24 September 2013.
<b>ATA 57</b>	<b>Wings – Flap Beam Base – Inspection / Replacement</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>Airbus A300 aeroplanes, all certified models, all manufacturer serial numbers (MSN), and</p> <p>Airbus A300-600 aeroplanes, all certified models, all MSN, except:</p> <ul style="list-style-type: none"> <li>- A300F4-622R aeroplanes on which all of the following Airbus modifications (Mod.) have been embodied: 11133, 12047, 12048 and 12050.</li> <li>- A300F4-605R and A300F4-622R aeroplanes on which both Airbus Mod. 11133 and 12699 have been embodied.</li> </ul>
Reason:	<p>Fatigue and "fail safe" tests developed on a test specimen confirmed that cracks may appear and propagate from the bolt holes of the base member and the side members of flap beam No. 2.</p> <p>The development of such cracks, if not detected, could result in a rupture of flap beams No. 2, which could adversely affect the structural integrity of the airframe.</p> <p>To address this potential unsafe condition, Airbus issued Service Bulletin (SB) A300-57-0116 and SB A300-57-6005 and DGAC France issued AD 1986-187-076(B), later revised, to require a repetitive inspection programme for A300 and A300-600 aeroplanes.</p> <p>For A300 aeroplanes, and in the frame of the Extended Service Goal (ESG) exercise, it was shown that design changes (Airbus Mod. 4740/Airbus SB A300-57-0128 or Airbus Mod. 5815/Airbus SB A300-57-0141) were not sufficient to enable full ESG life without inspections.</p>

	<p>For A300-600 aeroplanes, since DGAC France AD 1986-187-076(B) was issued, a fleet survey and updated Fatigue and Damage Tolerance analyses have been performed in order to substantiate the second A300-600 ESG2 exercise. Airbus SB A300-57-6005 has been revised accordingly to decrease the inspection thresholds and intervals.</p> <p>For the reasons described above, this AD retains the requirements of DGAC France AD 1986-187-076(B)R4, which is superseded, and requires those inspections to be accomplished at reduced thresholds and intervals.</p> <p>This AD has been revised to correct the starting points for the determination of compliance times in Appendix 1, Tables 1 and 2.</p>
Effective Date:	08 October 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within the compliance time defined in Table 1 or in Table 2 of Appendix 1 of this AD, as applicable to aeroplane model, and, thereafter, at intervals not to exceed those defined in Table 3 or in Table 4 of Appendix 1 of this AD, as applicable, accomplish an ultrasonic inspection of the steel base member and the aluminium side members' flap beam on the left hand (LH) and right hand (RH) side in accordance with the instructions of Airbus SB A300-57-0116 Revision 07 or SB A300-57-6005 Revision 05, as applicable to aeroplane model.</li> <li>(2) If, during any inspection as required by paragraph (1) of this AD, a crack is found in the base member or a side member, and that crack extends to the edge of or up to 4 mm beyond the bolt hole, within 250 flight cycles (FC) and, thereafter, at intervals not to exceed 250 FC, accomplish an ultrasonic inspection of the steel base member and the aluminium side members' flap beam on the LH and RH side in accordance with the instructions of Airbus SB A300-57-0116 Revision 07 or SB A300-57-6005 Revision 05, as applicable to aeroplane model.</li> <li>(3) If, during any inspection as required by paragraph (1) of this AD, a crack is found in the base member or a side member, and that crack extends more than 4 mm beyond the bolt hole, before next flight, replace the flap beam in accordance with the instructions of the applicable Structural Repair Manual/Aircraft Maintenance Manual, as applicable to aeroplane model.</li> <li>(4) Replacement of the flap beam as required by paragraph (3) of this AD does not constitute terminating action for the inspections required by paragraph (1) of this AD.</li> <li>(5) Inspections, accomplished before the effective date of this AD in accordance with any previous issue of Airbus SB A300-57-0116 or SB A300-57-6005, as applicable to aeroplane model, are acceptable for compliance with the initial requirements of paragraphs (1) and (2) of this AD.</li> </ol>
Ref. Publications:	<p>Airbus SB A300-57-0116 Revision 07 dated 19 September 2011.</p> <p>Airbus SB A300-57-6005 Revision 05 dated 25 April 2013.</p> <p>The use of later approved revisions of these documents 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. The original issue of this AD was posted on 20 August 2013 as PAD 13-121 for consultation until 17 September 2013. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</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 – EIAW (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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## APPENDIX 1

Table 1: Inspection thresholds for A300  
(whichever occurs first, FC or FH)

Aeroplane configuration		Compliance Time	
		Average Flight Time (AFT) < 1,5	AFT ≥ 1,5
Aeroplanes on which Airbus Mod. 4740 and Airbus Mod. 5815 have not been embodied	A300B2	15 000 Flight cycles (FC) or 16 900 Flight hours (FH) since first flight	
	A300B4-100	15 000 FC or 20 500 FH since first flight	
	A300B4-200, A300C4-200, A300F4-200	16 200 FC or 22 200 FH since first flight	15 000 FC or 34 000 FH since first flight
Aeroplanes on which Airbus Mod. 4740 has been embodied	A300B2	12 000 FC or 13 500 FH since Mod. 4740 embodiment	
	A300B4-100	12 000 FC or 16 400 FH since Mod. 4740 embodiment	
	A300B4-200, A300C4-200, A300F4-200	12 900 FC or 17 700 FH since Mod. 4740 embodiment	12 000 FC or 27 500 FH since Mod. 4740 embodiment
Aeroplanes on which Airbus Mod. 5815 has been embodied and no bolt larger than 7/16 inch diameter is fitted	A300B2	33 000 FC or 37 200 FH since Mod. 5815 embodiment	
	A300B4-100	33 000 FC or 45 200 FH since Mod. 5815 embodiment	
	A300B4-200, A300C4-200, A300F4-200	35 600 FC or 48 800 FH since Mod. 5815 embodiment	33 000 FC or 74 900 FH since Mod. 5815 embodiment
Aeroplanes on which Airbus Mod. 5815 has been embodied and at least one bolt 15/32 inch diameter is fitted	A300B2	22 000 FC or 24 800 FH since Mod. 5815 embodiment	
	A300B4-100	22 000 FC or 31 000 FH since Mod. 5815 embodiment	
	A300B4-200, A300C4-200, A300F4-200	23 700 FC or 32 500 FH since Mod. 5815 embodiment	22 000 FC or 49 900 FH since Mod. 5815 embodiment

**APPENDIX 1 - continued**Table 2 : Inspection thresholds for A300-600  
(whichever occurs first, FC or FH)

Aeroplane configuration	Compliance Time	
	AFT < 1,5	AFT ≥ 1,5
Aeroplanes on which Airbus Mod. 5815 and Airbus Mod 11133 have not been embodied	16 500 FC or 24 300 FH since first flight	15 000 FC or 32 400 FH since first flight
Aeroplanes on which Airbus Mod. 5815 has been embodied and no bolt larger than 7/16 inch diameter is fitted	35 600 FC or 53 400 FH since Mod. 5815 embodiment	33 000 FC or 71 200 FH since Mod. 5815 embodiment
Aeroplanes on which Airbus Mod. 5815 has been embodied and at least one bolt 15/32 inch diameter is fitted	23 700 FC or 35 600 FH since Mod. 5815 embodiment	22 000 FC or 47 500 FH since Mod. 5815 embodiment
Aeroplanes on which Airbus Mod. 11133 has been embodied	35 600 FC or 53 400 FH since first flight	33 000 FC or 71 200 FH since first flight

Note: For A300-600 aeroplanes, a grace period of 300 FC or 640 FH, whichever occurs first after the effective date of this AD, may be applied for the initial inspection as required by paragraph (1) of this AD.

Table 3: Inspection intervals for A300  
(whichever occurs first, FC or FH)

Aeroplane	Compliance Time	
	AFT < 1,5	AFT ≥ 1,5
A300B2	1 500 FC or 1 600 FH	
A300B4-100	1 500 FC or 2 000 FH	
A300B4-200, A300C4-200, A300F4-200	1 600 FC or 2 200 FH	1 500 FC or 3 400 FH

Table 4 : Inspection intervals for A300-600  
(whichever occurs first, FC or FH)

Aeroplane	Compliance Time	
	AFT < 1,5	AFT ≥ 1,5
A300-600	1 600 FC or 2 400 FH	1 500 FC or 3 200 FH

Note: For A300-600 aeroplanes, a grace period of 300 FC or 640 FH, whichever occurs first after the effective date of this AD, may be applied for the repetitive inspections as required by paragraph (1) of this AD.