


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0286R1</p> <p>Date: 06 June 2014</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 and A300-600ST aeroplanes</p>
<p>TCDS Numbers: France No. 145, EASA.A.014</p>	
<p>Foreign AD: Not applicable</p>	
<p>Revision: This AD revises EASA AD 2013-0286 dated 04 December 2013.</p>	
ATA 54	Nacelles and Pylons – Rib 5 Lower Area – Inspection / Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>Airbus Model A300B4-601, A300B4-603, A300B4-605R, A300F4-605R, and A300C4-605R Variant F aeroplanes, all Manufacturer Serial Numbers (MSN), except those on which Airbus modification 11110 has been embodied in production, or which have been modified in service in accordance with the instructions of Airbus Service Bulletin (SB) A300-54-6031.</p> <p>Airbus A300F4-608ST aeroplanes, MSN 0655, 0751 and 0765.</p>
Reason:	<p>Cracks were found on the lower side of rib 5 in the pylon box on A300 aeroplanes powered with General Electric engines.</p> <p>Investigations revealed that these cracks were due to the stresses resulting from the pressure applied by the thrust reverser cowl bumpers.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.</p> <p>Airbus developed an inspection programme to detect the cracks and associated actions to correct them.</p> <p>For the reasons described above, EASA issued AD 2013-0286 to require repetitive inspections of the pylon rib 5 on the left hand side (LH) and right hand (RH) side and, when cracks are detected, replacement of the affected structural part(s).</p> <p>Since that AD was issued, it was found that the AD has inadvertently been made applicable to all A300-600 Models, which is incorrect. This AD has been revised to reduce the Applicability to only the affected Models.</p>

Effective Date:	Revision 1: 06 June 2014 Original issue: 18 December 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before accumulating 15 000 flight hours (FH) since aeroplane first flight, or within 6 000 FH after 18 December 2013 [the effective date of the original issue of this AD], whichever occurs later, and, thereafter, at intervals not to exceed 15 000 FH, accomplish a High Frequency Eddy Current (HFEC) inspection on the lower area of rib 5 on the LH side and RH side pylon in accordance with the instructions of Airbus SB A300-54-6034 Revision 02, or Airbus SB A300-54-9005, as applicable to aeroplane model. (2) If, during any inspection as required by paragraph (1) of this AD, any crack is found, for A300-600 aeroplanes, within 250 FH, replace all the fittings with new standard fittings in accordance with the instructions of Airbus SB A300-54-6031 or, for A300F4-608ST aeroplanes, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly. (3) Replacement of all the fittings on an aeroplane as required by paragraph (2) of this AD, or voluntary modification of an A300-600 aeroplane in accordance with the instructions of Airbus SB A300-54-6031, constitutes terminating action for the repetitive HFEC inspections required by paragraph (1) of this AD for that aeroplane. (4) Inspections, accomplished before 18 December 2013 [the effective date of the original issue of this AD] in accordance with the instructions of Airbus SB A300-54-6034 at Revision 01 or original issue, are acceptable to comply with the initial requirements of paragraph (1) of this AD.
Ref. Publications:	<p>Airbus SB A300-54-6031 original issue dated 30 May 1996.</p> <p>Airbus SB A300-54-6034 original issue dated 29 May 1996, or Revision 01 dated 14 September 1999, or Revision 02 dated 26 August 2013.</p> <p>Airbus SB A300-54-9005 original issue dated 26 June 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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 24 October 2013 as PAD 13-160 for consultation until 21 November 2013. No comments were received during the consultation period. 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.