


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2008-0208R1</p> <p>Date: 19 December 2008</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 EC 1702/2003, Part 21A.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>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A300, A310 and A300-600 aircraft</p>	
<p>TCDS Number : France N° 145</p>		
<p>Foreign AD : Not applicable</p>		
<p>Revision : This AD revises and replaces EASA AD 2008-0208 dated 25 November 2008.</p>		
ATA 57	Wings – Centre Wing Bottom Skin at Rib 1 – Inspection	
<p>Manufacturer(s):</p>	<p>AIRBUS (formerly AIRBUS INDUSTRIE)</p>	
<p>Applicability:</p>	<p>A300, A310 and A300-600 aircraft, all certified models, all serial numbers, except A300-600 aircraft that have incorporated Airbus modification 10599.</p>	
<p>Reason:</p>	<p>DGAC France issued AD F-1997-006-210 to detect the presence of corrosion and prevent crack propagation at the wing bottom skin, inboard and outboard of the Rib 1 external lower surface splice, between FR40 and FR47. This condition, if not corrected, could affect the structural integrity of the airframe.</p> <p>AD F-1997-006-210 was revised to expand the choice of applicable Service Bulletins (SB). Revision 2 of the AD was issued to inform A300-600 operators to refer to revision 4 of Airbus SB A300-57-6047, converting flight cycles/"Fatigue rating" into flight cycles/flight hours.</p> <p>The modification 10599 has been developed for improving the corrosion behaviour of the area. This improvement has allowed refining the inspection program of the A300-600 aircraft. For the A300-600 post-modification 10599 aircraft, the application of the MRBR inspections tasks is sufficient for maintaining an adequate level of safety on these aircraft. Therefore, Airbus has updated the SB A300-57-6047 in order to address only the A300-600 pre-modification 10599 aircraft.</p> <p>For the reason stated above, this new AD retains the requirements of DGAC France AD F-1997-006-210R2, which is superseded, and excludes those A300-600 aircraft from the Applicability that have incorporated Airbus modification 10599.</p>	

	This AD has been revised to correct some errors that have been identified in the Reason and Compliance sections. In addition, the applicable average flight times are now presented in table-format.										
Effective Date:	09 December 2008										
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 5 years since new or within 18 months after 11 January 1997 [the effective date of DGAC AD F-1997-006-210, original issue], whichever occurs later, accomplish a detailed visual corrosion inspection and corrective actions if necessary, in accordance with the instructions of SB A300-57-0204 revision 01 or A310-57-2061 revision 01 or A300-57-6047 revision 05, as applicable to aircraft model.</p> <p>For aircraft in service for 15 to 20 years on 11 January 1997 [the effective date of DGAC AD F-1997-006-210, original issue], this first inspection must be performed within 12 months after 11 January 1997 [the effective date of DGAC AD F-1997-006-210, original issue].</p> <p>For aircraft in service for more than 20 years on 11 January 1997 [the effective date of DGAC AD F-1997-006-210, original issue], this first inspection must be performed within 6 months after 11 January 1997 [the effective date of DGAC AD F-1997-006-210, original issue].</p> <p>(2) After the initial inspection as required by paragraph (1) of this AD, at intervals not to exceed 5 years, repeat the corrosion inspection and corrective actions if necessary in accordance with the instructions of SB A300-57-0204 revision 01 or A310-57-2061 revision 01 or A300-57-6047 revision 05, as applicable to aircraft model.</p> <p>(3) Depending on the results of each corrosion inspection as required by this AD and the reworked depth, within the thresholds and intervals defined in SB A300-57-0204 revision 01 or A310-57-2061 revision 01 or A300-57-6047 revision 5, as applicable to aircraft model, accomplish an inspection to detect possible cracks and apply an approved repair solution if needed, in accordance with the instructions of SB A300-57-0204 revision 01 or A310-57-2061 revision 01 or A300-57-6047 revision 05, as applicable to aircraft model.</p> <p>When cracks are detected, before further flight, contact Airbus for approved instructions and accomplish those instructions accordingly.</p> <p>The thresholds and intervals given for the fatigue inspection programmes have been determined for average flight times as indicated below:</p> <table border="1" data-bbox="544 1476 1366 1827"> <thead> <tr> <th>Aircraft model(s):</th> <th>average flight time:</th> </tr> </thead> <tbody> <tr> <td>A300B1 and A300B2 series</td> <td>65 minutes</td> </tr> <tr> <td>A300B4-100 series</td> <td>80 minutes</td> </tr> <tr> <td>A310 series</td> <td>95 minutes</td> </tr> <tr> <td>A300B4-200 series, A300C4-203, A300F4-203</td> <td>125 minutes</td> </tr> </tbody> </table> <p>Note: To establish the average flight time, take the accumulated flight time (counted from the take-off up to the landing) and divide by the number of accumulated flight cycles. This gives the average flight time per flight cycle.</p> <p>When A300 / A310 aircraft are operated with different average flight times, inspection thresholds and intervals must be adjusted in accordance with the methods and the FR (Fatigue Rating) defined by SB A300-57-0204 revision 01 or A310-57-2061 revision 01, as applicable to aircraft model.</p>	Aircraft model(s):	average flight time:	A300B1 and A300B2 series	65 minutes	A300B4-100 series	80 minutes	A310 series	95 minutes	A300B4-200 series, A300C4-203, A300F4-203	125 minutes
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	<p>For A300-600 aircraft, no adjustment is requested, Short Range and Long Range missions have been included in SB 57-6047 revision 05.</p> <p>(4) Inspections and corrective actions accomplished in accordance with any previous issue of an Airbus SB identified in this AD are acceptable for compliance with the requirements in this AD.</p>
Ref. Publications:	<p>AIRBUS Service Bulletin A300-57-0204 Revision 01 AIRBUS Service Bulletin A310-57-2061 Revision 01 AIRBUS Service Bulletin A300-57-6047 Revision 05</p> <p>The use of later approved revisions of these documents is acceptable for compliance with 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 02 September 2008 as PAD 08-100 for consultation until 30 September 2008. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification 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 – EAW (Airworthiness Office, Telephone: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51).