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MANDATORY MANDATORY MANDATORY

ATA SYSTEM: 57

TITLE: WINGS - STRUCTURE - RIB 1 TO RIB 29 - STRINGER JOINT AT RIB 18 (OVERSIZE ATTACHMENT HOLES)

MODIFICATION No.:

13611H5752

ATA SYSTEM: 57

TITLE: WINGS - STRUCTURE - RIB 1 TO RIB 29 - STRINGER JOINT AT RIB 18 (OVERSIZE ATTACHMENT HOLES)

REVISION TRANSMITTAL SHEET

This page transmits Revision No. 02 of Service Bulletin No. A300-57-6118.

A. ADDITIONAL WORK

No additional work is required by this revision.

B. REASON

Revision No. 02 issued to:

- Transform Service Bulletin data from ATA iSpec 2200 norm to ASD S1000D norm
- Delete note regarding series A300F4-605R Post MOD 12669 and series A300F4-622R from the compliance table
- Add serie A300F4-622R to the applicability of this Service Bulletin
- Add the Window of Embodiment (WoE) for serie A300F4-605R Post MOD 12699 and serie A300F4-622R in the compliance table.

C. CHANGES

SERVICE BULLETIN	
SB Title	Title updated.
General	- Revised text and layout changes of this revision are not identified with revision bars - Service Bulletin data are transformed from ATA iSpec 2200 norm to ASD S1000D norm.
SUMMARY	
REASON	Operational/Maintenance Consequences updated according to Service Bulletin guide.
APPLICABILITY	List of operators updated.
PLANNING INFORMATION	
APPLICABILITY	- Applicability note added - Applicability updated - Aircraft model A300F4-622R added.
REASON	Operational/Maintenance Consequences updated according to Service Bulletin guide.
COMPLIANCE	
Accomplishment Timescale	- Standard sentence updated - Table moved to appendix - Compliance table updated to add new models and to change the "form" of grace period - Note regarding A300F4-605R and A300F4-622R models removed.
MANPOWER	

Task set A300-A-57-XX-6118-01000-93AA-A Modification	- Manpower updated from 37.00 h to 37.25 h - Elapsed time updated from 11.50 h to 10.75 h.
MATERIAL INFORMATION	
TOOLING	
Referenced tools for task set A300-A-57-XX-6118-01000-93AA-A Modification	Referenced tools added.
CONSUMABLES	
Referenced consumables for task set A300-A-57-XX-6118-01000-93AA-A Modification	Referenced consumables added.
ACCOMPLISHMENT INSTRUCTIONS	
Task set A300-A-57-XX-6118-01000-93AA-A Modification	
PREPARATION	
A300-A-57-XX-6118-02001-540A-A Remove the Manhole Covers, LH Wing	- Task created to separate between LH and RH side - Panel 550BB changed to panels 550FB and 550GB.
A300-A-57-XX-6118-03001-540A-A Remove the Manhole Covers, RH Wing	- Task created to separate between LH and RH side - Panel 650BB changed to panels 650FB and 650GB.
PREPARATION FOR TEST	
A300-A-57-XX-6118-01001-720A-A Preparation for Test, LH Wing	Preparation for test for LH wing created.
A300-A-57-XX-6118-02001-720A-A Preparation for Test, RH Wing	Preparation for test for RH wing created.
TEST	
A300-A-57-XX-6118-01001-390A-A Test	Task for test created.
CLOSE-UP	
A300-A-57-XX-6118-01001-740A-A Close-Up	Installation of the manhole covers moved to preparation for test paragraph.
APPENDIX	
MANPOWER GANTT CHART	
Fig.AA Sol.AA Manpower Gantt Chart	Manpower gantt chart updated according to the new task set structure.
ACCOMPLISHMENT TIMESCALE	- Appendix created to include the timescale table - Timescale table updated to include serie A300F4-605R and A300F4-622R.

D. FILING INSTRUCTIONS

This Service Bulletin has been generated electronically and is reissued as a complete document. Replace the complete document.

Put this Revision Transmittal Sheet in front of the Service Bulletin.

E. HISTORY OF PREVIOUS REVISIONS

Revision 01 issued to: update the Service Bulletin Accomplishment Timescales.

F. REVISION SEQUENCE

ORIGINAL: Jun 30/15

REVISION No. : 01 - Jan 31/17

REVISION No. : 02 - Jul 15/24

ATA SYSTEM: 57

TITLE: WINGS - STRUCTURE - RIB 1 TO RIB 29 - STRINGER JOINT AT RIB 18 (OVERSIZE ATTACHMENT HOLES)

SUMMARY

This summary is for information only and is not approved for modification of the aircraft.

A. MODIFICATIONS

MODIFICATION CLASSIFICATION	
MAJOR	13611H5752
MINOR	None

NOTE: As per EASA IR 21, a minor change is one that has no appreciable effect on the mass, balance, structural strength, reliability, operational characteristics affecting the airworthiness of the product. All other changes are major changes.

B. REASON

(1) History

Following fatigue analysis on the A300-600, the top skin stringer joints at Rib 18 have been identified as an area that is susceptible to Widespread Fatigue Damage (WFD).

As a result of the FAA Part 26 rule change, all wing structural items deemed potentially susceptible to WFD have been assessed. The top stringer joints at Rib 18 have been highlighted as an area of uniform stress distribution, indicating that cracks may develop in adjacent stringers at the same time which is known as Multi Element Damage (MED).

The stringer joint consists of 3 main load transferring parts: an overlapping flange, two straps attached through the stringer web and a strap on the top flange. All the components of the joint are attached with fasteners. The fastener holes were the subject of a MED WFD analysis which showed that cracking could occur from a number of the holes in the joint on Stringers 11, 12, 13, 14, 15, 16, 17 and 18.

This modification consists of a first oversize of the critical holes on Stringers 11, 12, 13, 14, 15, 16, 17 and 18. The crown strap does not need to be modified but will be subjected to a Detailed Visual Inspection (DVI) during embodiment of this Service Bulletin.

(2) Objective/Action

This modification will satisfy the requirements of the FAA Part 26 rule (14 Code of Federal Regulations (CFR) 26 Subpart C) requiring WFD justification of susceptible items.

(3) Advantages

This modification will both re-life via oversizing and inspect via non-destructive test a defined number of stringer joint fastener holes at Rib 18. This modification will delay the onset of cracking at the stringer joint providing it is completed at the recommended time and will delay the requirement for subsequent inspection.

(4) Operational/Maintenance Consequences

This Service Bulletin is based on the aircraft configuration as known by AIRBUS (first aircraft delivery configuration and modified by the reported incorporation of AIRBUS Service Bulletins).

This Modification Service Bulletin concerns the airworthiness limitations of Airworthiness Limitation Section (ALS) Part 2 which is introduced within the A/C maintenance program under the operator responsibility. Please download the relevant ALS Variation on AirbusWorld.

C. GENERAL EVALUATION

EVALUATION TABLE			
COMPLIANCE	MANDATORY	COST SAVING	NO
A/C OPERATION AFFECTED	NO	VENDOR SB	NO
CANCELS INSPECTION SB	NO	ETOPS AFFECTED	NO
PAX COMFORT AFFECTED	NO	POTENTIAL AD	YES
RELIABILITY AFFECTED	NO	STRUCTURAL LIFE EXTENSION	NO
LIFE LIMIT	NO	LINE MAINTENANCE AFFECTED	NO

NOTE: Service Bulletin must be accomplished.

D. MAINTENANCE CONFIGURATION

MAINTENANCE CONFIGURATION	
HYDRAULIC OFF	YES
FUEL TANKS OPENED	YES

E. MATERIAL PRICE INFORMATION

(1) Modification

(a) Task set A300-A-57-XX-6118-01000-93AA-A Modification

MATERIAL PRICE INFORMATION TABLE			
MATERIAL SET	**QTY PER A/C**	**PRICE PER A/C**	**MAIN PARTS**
Part kit 576118B01R00	2	9540.00 USD	Bolts and Nuts

F. APPLICABILITY

This Service Bulletin is applicable to this (these) operator(s):

26S 98W AAW ABR AHK BCS F2I FDX IRA IRB IRM KAC LOL MNB MRJ PVV QSM SMF SOP SUD TNO UPS UTP

G. CONCURRENT REQUIREMENTS

None

H. NATURE OF THE WORK

(1) Modification

(a) Task set A300-A-57-XX-6118-01000-93AA-A Modification

AIRCRAFT	YES
EQUIPMENT	NO

I. MANPOWER

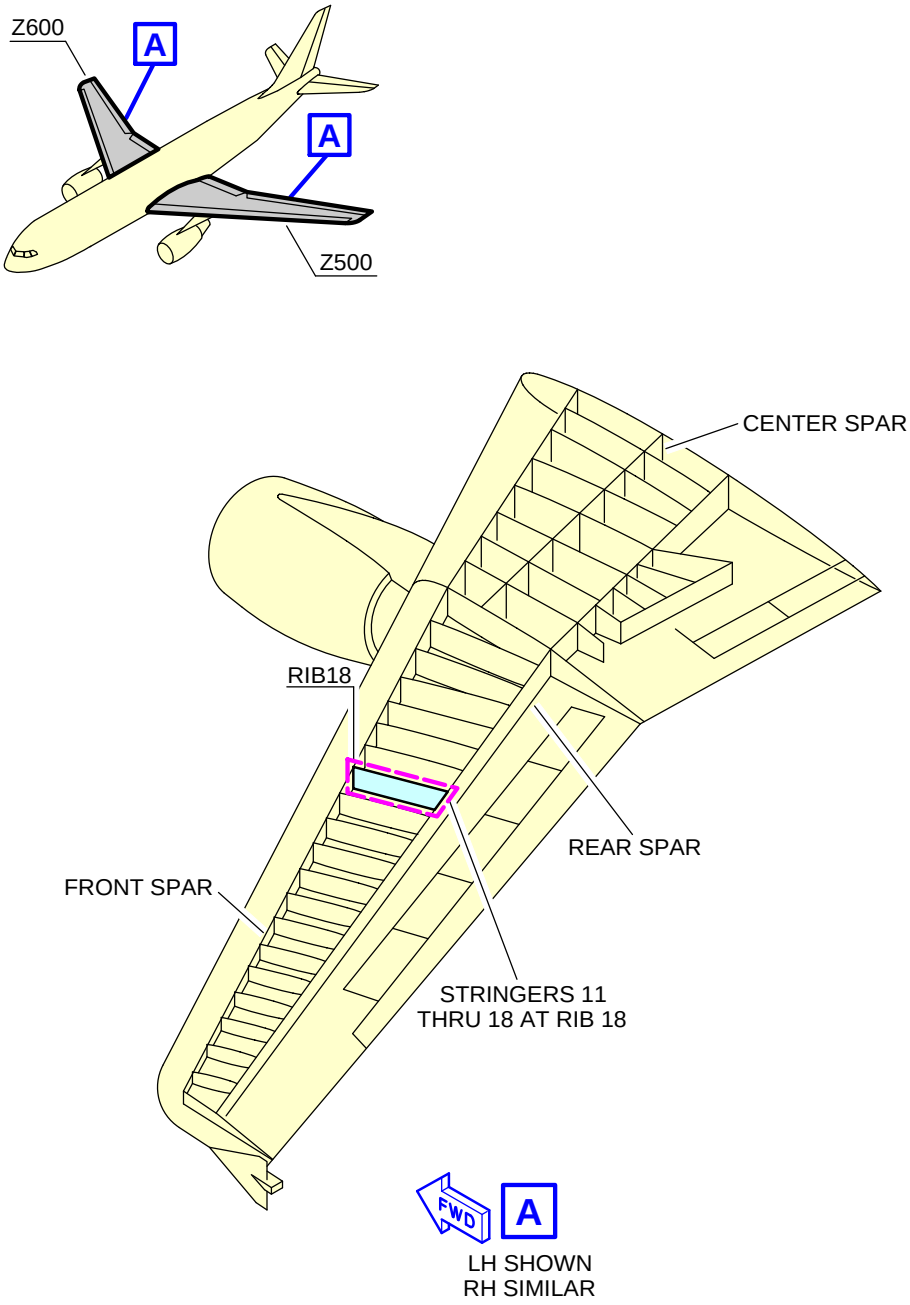
(1) Modification

(a) Task set A300-A-57-XX-6118-01000-93AA-A Modification

MANPOWER	
TOTAL MAN-HOURS	37.25 h
ELAPSED TIME (HOURS)	10.75 h

J. GENERAL OVERVIEW

CONF ALL



ICN-A300-A-57XX6118-A-FAPE3-002ZH-A-001-01

Figure ICN-A300-A-57XX6118-A-FAPE3-002ZH-A-001-01 Fig.SA Sol.AA SHEET 1/1

ATA SYSTEM: 57

TITLE: WINGS - STRUCTURE - RIB 1 TO RIB 29 - STRINGER JOINT AT RIB 18 (OVERSIZE ATTACHMENT HOLES)

1. PLANNING INFORMATION

A. APPLICABILITY

NOTE: This modification is applicable by Service Bulletin only.

(1) Models

ON A/C 0380, 0401, 0405, 0408, 0411, 0414, 0546, 0553, 0618, 0623

B4-603

ON A/C 0464, 0505, 0518, 0521, 0532, 0558, 0563, 0584, 0603, 0608, 0626, 0632, 0643, 0696, 0701, 0707, 0709, 0713, 0715, 0723, 0725, 0727, 0732, 0741, 0744, 0746, 0749, 0754, 0763, 0764, 0773

B4-605R

ON A/C 0358, 0361, 0365, 0388, 0417

B4-622

ON A/C 0477, 0479, 0530, 0536, 0543, 0555, 0557, 0559, 0561, 0572, 0575, 0579, 0581, 0602, 0607, 0611, 0613, 0617, 0621, 0625, 0630, 0633, 0637, 0641, 0657, 0659, 0664, 0666, 0668, 0670, 0677, 0679, 0683, 0688, 0703, 0711, 0717, 0722, 0724, 0729, 0730, 0733, 0734, 0737, 0739, 0740, 0743, 0750, 0753, 0756, 0762, 0770, 0775, 0783, 0786, 0788, 0797, 0836-0838

B4-622R

ON A/C 0755, 0758

C4-605R/F

ON A/C 0344

C4-620

ON A/C 0726, 0728, 0735, 0736, 0738, 0742, 0745, 0748, 0752, 0757, 0759-0761, 0766, 0768, 0769, 0771, 0772, 0774, 0777-0781, 0789-0794, 0799-0804, 0855-0860, 0870, 0871, 0873-0878

F4-605R

ON A/C 0805-0835, 0839, 0840, 0845-0854, 0861-0869, 0872

F4-622R

CONF ALL

(2) Applicability by MSN

0344 0358 0361 0365 0380 0388 0401 0405 0408 0411 0414 0417 0464 0477 0479 0505 0518 0521 0530 0532 0536 0543 0546 0553 0555 0557-0559 0561 0563 0572 0575 0579 0581 0584 0602 0603 0607 0608 0611 0613 0617 0618 0621 0623 0625 0626 0630 0632 0633 0637 0641 0643 0657 0659 0664 0666 0668 0670 0677 0679 0683 0688 0696 0701 0703 0707 0709 0711 0713 0715 0717 0722-0730 0732-0746 0748-0750 0752-0764 0766 0768-0775 0777-0781 0783 0786 0788-0794 0797 0799-0840 0845-0878

(3) MSN by configuration

MSN	CONFIGURATION
0344 0358 0361 0365 0380 0388 0401 0405 0408 0411 0414 0417 0464 0477 0479 0505 0518 0521 0530 0532 0536 0543 0546 0553 0555 0557 0558 0559 0561 0563 0572 0575 0579	001

MSN	CONFIGURATION
0581 0584 0602 0603 0607 0608 0611 0613 0617 0618 0621 0623 0625 0626 0630 0632 0633 0637 0641 0643 0657 0659 0664 0666 0668 0670 0677 0679 0683 0688 0696 0701 0703 0707 0709 0711 0713 0715 0717 0722 0723 0724 0725 0726 0727 0728 0729 0730 0732 0733 0734 0735 0736 0737 0738 0739 0740 0741 0742 0743 0744 0745 0746 0748 0749 0750 0752 0753 0754 0755 0756 0757 0758 0759 0760 0761 0762 0763 0764 0766 0768 0769 0770 0771 0772 0773 0774 0775 0777 0778 0779 0780 0781 0783 0786 0788 0789 0790 0791 0792 0793 0794 0797 0799 0800 0801 0802 0803 0804 0805 0806 0807 0808 0809 0810 0811 0812 0813 0814 0815 0816 0817 0818 0819 0820 0821 0822 0823 0824 0825 0826 0827 0828 0829 0830 0831 0832 0833 0834 0835 0836 0837 0838 0839 0840 0845 0846 0847 0848 0849 0850 0851 0852 0853 0854 0855 0856 0857 0858 0859 0860 0861 0862 0863 0864 0865 0866 0867 0868 0869 0870 0871 0872 0873 0874 0875 0876 0877 0878	

(4) Configuration definition

Configuration 001

CONF 001 is applicable for all the aircraft affected by this Service Bulletin as a standard configuration.

CONF 001 retrofits following modifications: 13611H5752.

B. CONCURRENT REQUIREMENTS

None

C. REASON

(1) History

Following fatigue analysis on the A300-600, the top skin stringer joints at Rib 18 have been identified as an area that is susceptible to Widespread Fatigue Damage (WFD).

As a result of the FAA Part 26 rule change, all wing structural items deemed potentially susceptible to WFD have been assessed. The top stringer joints at Rib 18 have been highlighted as an area of uniform stress distribution, indicating that cracks may develop in adjacent stringers at the same time which is known as Multi Element Damage (MED).

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This modification consists of a first oversize of the critical holes on Stringers 11, 12, 13, 14, 15, 16, 17 and 18. The crown strap does not need to be modified but will be subjected to a Detailed Visual Inspection (DVI) during embodiment of this Service Bulletin.

(2) Objective/Action

This modification will satisfy the requirements of the FAA Part 26 rule (14 Code of Federal Regulations (CFR) 26 Subpart C) requiring WFD justification of susceptible items.

(3) Advantages

This modification will both re-life via oversizing and inspect via non-destructive test a defined number of stringer joint fastener holes at Rib 18. This modification will delay the onset of cracking at the stringer joint providing it is completed at the recommended time and will delay the requirement for subsequent inspection.

(4) Operational/Maintenance Consequences

This Service Bulletin is based on the aircraft configuration as known by AIRBUS (first aircraft delivery configuration and modified by the reported incorporation of AIRBUS Service Bulletins).

This Modification Service Bulletin concerns the airworthiness limitations of Airworthiness Limitation Section (ALS) Part 2 which is introduced within the A/C maintenance program under the operator responsibility. Please download the relevant ALS Variation on AirbusWorld.

D. DESCRIPTION

To accomplish this Service Bulletin it is necessary to:

(1) Modification

(a) Task set A300-A-57-XX-6118-01000-93AA-A Modification

1 Do a Detailed Visual Inspection of the Top Wing Skin at Rib 18, LH Wing

2 Do a Detailed Visual Inspection of the Stringer Joint (Including Attached Flange, Stringer Web, Side Strap, Free Flange and Crown Strap) at Rib 18, LH Wing

3 Modify the Stringer Joint Couplings at Rib 18, LH Wing

4 Do a Detailed Visual Inspection of the Top Wing Skin at Rib 18, RH Wing

5 Do a Detailed Visual Inspection of the Stringer Joint (Including Attached Flange, Stringer Web, Side Strap, Free Flange and Crown Strap) at Rib 18, RH Wing

6 Modify the Stringer Joint Couplings at Rib 18, RH Wing

E. COMPLIANCE

(1) Classification

MANDATORY: Service Bulletin must be accomplished.

(2) Accomplishment Timescale

This Service Bulletin has been classified Mandatory by the issue of an Airworthiness Directive (AD) published by the European Union Aviation Safety Agency (EASA). The AD must be used as the reference document for the mandated accomplishment timescale.

Accomplishment of this Service Bulletin must be done in accordance with the Appendix ACCOMPLISHMENT TIMESCALE.

F. APPROVAL

The technical content of this document is approved under the authority of the Design Organisation Approval ref. EASA.21J.031.

If an aircraft listed in the applicability has a modification or repair embodied that is not of AIRBUS origin, and which affects the content of this Service Bulletin, the operator is responsible for obtaining approval by its airworthiness authority for any adaptation necessary before incorporation of the Service Bulletin.

G. MANPOWER

The manpower estimates given in this Service Bulletin are based on the direct labor cost to do the work. These estimates assume that the work will be done by experienced personnel, and may need to be revised upwards to suit operator’s circumstances. The estimates do not include the time to prepare, plan or inspect the work. Manufacture and procurement of parts and tools, drying times for paints, sealants, etc., and general administration work are also not included.

(1) Modification

(a) Task set A300-A-57-XX-6118-01000-93AA-A Modification

PREPARATION		
Job Set-Up	0.50 h	
Remove the Manhole Covers, LH Wing	0.50 h	
Remove the Manhole Covers, RH Wing	0.50 h	
PROCEDURE		
Do a Detailed Visual Inspection of the Top Wing Skin at Rib 18, LH Wing	0.50 h	
Do a Detailed Visual Inspection of the Stringer Joint (Including Attached Flange, Stringer Web, Side Strap, Free Flange and Crown Strap) at Rib 18, LH Wing	0.50 h	
Modify the Stringer Joint Couplings at Rib 18, LH Wing	16.00 h	
Do a Detailed Visual Inspection of the Top Wing Skin at Rib 18, RH Wing	0.50 h	
Do a Detailed Visual Inspection of the Stringer Joint (Including Attached Flange, Stringer Web, Side Strap, Free Flange and Crown Strap) at Rib 18, RH Wing	0.50 h	
Modify the Stringer Joint Couplings at Rib 18, RH Wing	16.00 h	
PREPARATION FOR TEST		
Preparation for Test, LH Wing	0.50 h	
Preparation for Test, RH Wing	0.50 h	
TEST		
Test	0.25 h	
CLOSE-UP		
Close-Up	0.50 h	
TOTAL MAN-HOURS	37.25 h	
ELAPSED TIME (HOURS)	10.75 h	

NOTE: For an explanation of the man-hours and elapsed time, refer to the Gantt Chart given in Appendix MANPOWER GANTT CHART.

H. WEIGHT AND BALANCE

The weight and balance estimates given in this Service Bulletin are based on the Manufacturer's Empty Weight (MEW) and do not include operator's items. The definition of MEW and operator's items is given in the Weight and Balance Manual (WBM), Ref. WBM.

FOR ALL SERIES			
	Manufacturer's Empty Weight	+0.07 kg	(+0.154 lb)
	Effect on Balance	+2.284 kg.m	(+16.520 lb.ft)

I. ELECTRICAL LOAD DATA

Not changed

J. REFERENCES

(1) Modification

(a) Task set A300-A-57-XX-6118-01000-93AA-A Modification

AIRCRAFT MAINTENANCE MANUAL (AMM)	
06-21-00, Page Block 001	06-31-57, Page Block 001
06-41-00, Page Block 001	20-21-12, Page Block 001
24-00-00, Page Block 301	28-10-00, Page Block 301
28-11-22, Page Block 401	28-25-00, Page Block 301

CONSUMABLE MATERIAL LIST (CML)
See manual

ELECTRICAL STANDARD PRACTICES MANUAL (ESPM)
20-55-00

NON DESTRUCTIVE TEST MANUAL (NTM)	
51-70-00	57-25-38
57-29-02	

STANDARDS MANUAL (SM)
See manual

STRUCTURAL REPAIR MANUAL (SRM)	
51-24-00	51-40-00
51-40-20	51-40-40
51-40-44	51-75-10

WEIGHT AND BALANCE MANUAL (WBM)
See manual

K. PUBLICATION AFFECTED

None

L. INDUSTRY SUPPORT INFORMATION

AIRBUS will not provide industry support for accomplishment of this Service Bulletin.

2. MATERIAL INFORMATION

A. MATERIAL APPLICABILITY

Material for task set A300-A-57-XX-6118-01000-93AA-A Modification

MATERIAL	QTY	SEE NOTES
Referenced tools	See SB	
Consumables	See SB	
Referenced consumables	See SB	
Part kit 576118B01R00	2	(1)
NOTE(S)		
(1): To accomplish this Service Bulletin on one aircraft you will require two of Part kit 576118B01R00.		

B. TOOLING

Referenced tools for task set A300-A-57-XX-6118-01000-93AA-A Modification

To accomplish this Service Bulletin it is necessary to use the tools listed in:

Ref. AMM 28-10-00, Page Block 301

Ref. AMM 28-11-22, Page Block 401

Ref. NTM 57-25-38

Ref. NTM 57-29-02

C. CONSUMABLES

Consumables for task set A300-A-57-XX-6118-01000-93AA-A Modification

ITEM	REFERENCE CML	DESCRIPTION	DRAWING	SEE NOTES
	06ABB1	Polysulfide Sealant-Fuel Tank-Fillet		

Referenced consumables for task set A300-A-57-XX-6118-01000-93AA-A Modification

To accomplish this Service Bulletin it is necessary to use the consumable materials listed in:

Ref. AMM 28-11-22, Page Block 401

D. LIST OF NEW PARTS

Part kit 576118B01R00

Cost	4770.00 USD
Availability	090 d (calendar days from receipt of order)
NOTE(S)	
The sales terms (costs and availability) are estimated in relation to economic conditions. The latest valid price and lead time for ordering purposes shall be obtained through the AIRBUS Spares portal or through a request for quotation to airbus.kit@airbus.com. The availability given above is the standard lead time from the date of your purchase order. If items are required before this time, please include a retrofit planning schedule with your order so that we can try to comply with your requirements.	

Procurement address	D4296	AIRBUS Material, Logistics and Suppliers ATP II B, Hein-Sass-Weg 24

		21129 HAMBURG GERMANY Phone: +49 40 743 51616 E-mail: airbus.kit@airbus.com Internet: http://spares.airbus.com

NOTE(S)

Customers with aircraft shown in the applicability of this Service Bulletin should send a purchase order to AIRBUS at the address given above and quote the number of this Service Bulletin.

ITEM	PART No.	QTY (UM)	KEYWORD	DRAWING	SEE NOTES
1	NSA5479BV4-8X	24	SCREW		
2	NSA5479BV4-11X	16	SCREW		
3	NSA5477VHK4-5	16	BOLT		
4	NSA5477VHK4-10	32	BOLT		
5	NSA5477VHK4-9	16	BOLT		
6	NSA5472-4K7	104	NUT		

NOTE(S)

To accomplish this Service Bulletin on one aircraft you will require two of Part kit 576118B01R00.

Refer to the AIRBUS Ref. SM if you find part numbers of hardware components which you cannot identify. The SM will give you the correct part number to part number relationship.

E. LIST OF EXISTING PARTS

No parts

3. ACCOMPLISHMENT INSTRUCTIONS

Task set A300-A-57-XX-6118-01000-93AA-A (A300-A-57-XX-6118-01ZZZ-93AZ-A)
Modification

WARNING: MAKE SURE THAT YOU OBEY ALL THE WARNINGS AND ALL THE CAUTIONS INCLUDED IN THE REFERENCED PROCEDURES.

WARNING: THIS PROCEDURE USES A FUEL SYSTEM ITEM THAT IS IN A CATEGORY KNOWN AS A CRITICAL DESIGN CONFIGURATION CONTROL LIMITATION (CDCCL) CDCCL IDENTIFIES AN ITEM THAT CAN BE THE SOURCE OF A POSSIBLE FUEL TANK IGNITION. YOU MUST KEEP ALL CDCCL ITEMS IN THE APPROVED CONFIGURATION. DAMAGE, WEAR OR CHANGES TO A CDCCL ITEM CAN CAUSE A POSSIBLE FUEL TANK EXPLOSION.

CAUTION: ALWAYS OBEY THE PRECAUTIONS THAT FOLLOW TO KEEP ELECTRICAL WIRING IN A SATISFACTORY CONDITION (ELECTRICALLY AND MECHANICALLY SERVICEABLE). WHEN YOU DO A MAINTENANCE WORK, REPAIRS OR MODIFICATIONS, ALWAYS KEEP ELECTRICAL WIRING, COMPONENTS AND THE WORK AREA AS CLEAN AS POSSIBLE. TO DO THIS:
- **PUT PROTECTION, SUCH AS PLASTIC SHEETING, CLOTHS, ETC. AS NECESSARY ON WIRING AND COMPONENTS.**
- **REGULARLY REMOVE ALL SHAVINGS, UNWANTED MATERIAL AND OTHER CONTAMINATION.**

THESE PRECAUTIONS WILL DECREASE THE RISK OF CONTAMINATION AND DAMAGE TO THE ELECTRICAL WIRING INSTALLATION.
IF THERE IS CONTAMINATION, REFER TO Ref. ESPM 20-55-00.

NOTE: The accomplishment instructions of this Service Bulletin include procedures given in other documents or in other sections of the Service Bulletin. When the words “refer to” are used and the operator has a procedure accepted by the local authority he belongs to, the accepted alternative procedure can be used. When the words “in accordance with” are used then the given procedure must be followed.

NOTE: The access and close-up instructions, not comprising return to service tests, in this Service Bulletin do not constitute or affect the technical intent of the Service Bulletin. Operators can therefore, as deemed necessary, omit or add access and/or close-up steps to add flexibility to their maintenance operations as long as the technical intent of the Service Bulletin is met within the set parameters.

NOTE: Manual titles given in the accomplishment instructions are referred to by acronyms. Refer to paragraph 1.J., References, for the definition of acronyms.

NOTE: This Service Bulletin is classified mandatory or expected to be classified mandatory by an AD. The paragraphs 3.C. and 3.E. in these accomplishment instructions are Required for Compliance (RC) and must be done to comply with the AD. To allow more flexibility, the rule "refer to" and "in accordance with" will apply to these paragraphs 3.C. and 3.E. Other paragraphs are recommended and may be deviated from, done as part of other actions or done with accepted methods different from those given in the Service Bulletin, as long as the RC paragraphs can be done and the aircraft can be put back into a serviceable condition.

NOTE: This Service Bulletin contains the instructions for the on-aircraft maintenance necessary to ensure the continued airworthiness of the aircraft.
For any deviations to the instructions, contact AIRBUS for further instructions and approval.

NOTE: Discarded parts must be managed at the operator's discretion.

A. TASK SET ASSOCIATED INFORMATION

Maintenance Configuration

Hydraulic off
Fuel tanks opened

Task Manpower

TOTAL MAN-HOURS	37.25 h
ELAPSED TIME (HOURS)	10.75 h

B. PREPARATION

(1) Task A300-A-57-XX-6118-01001-540A-A (A300-A-57-XX-6118-01ZZZ-540Z-A) Job Set-Up

Job Set-Up Information

Manpower/Resources/Skills

Man-hours	0.50 h
Minimum Number of person	1
Elapsed Time	0.50 h

Referenced Information

Manuals/Drawings	References/Sheets
AMM	24-00-00, Page Block 301 28-10-00, Page Block 301 28-25-00, Page Block 301

Procedure

NOTE: For the basic Aircraft configuration, refer to AMM Chapter “Introduction - Aircraft status for maintenance” in Manual Front Matter section.

(a) Make sure that the aircraft is electrically grounded, refer to Ref. AMM 24-00-00, Page Block 301.

(b) Defuel all of the aircraft fuel tanks, refer to Ref. AMM 28-25-00, Page Block 301.

(c) Do the job set-up procedure as specified in the storage and servicing of fuel tank draining, venting and entry, refer to Ref. AMM 28-10-00, Page Block 301.

1 Before you go into a fuel tank you must complete the pre-entry checklist, refer to Ref. AMM 28-10-00, Page Block 301.

(2) Task A300-A-57-XX-6118-02001-540A-A (A300-A-57-XX-6118-02ZZZ-540Z-A) Remove the Manhole Covers, LH Wing

Job Set-Up Information

Manpower/Resources/Skills

Man-hours	0.50 h
Minimum Number of person	1
Elapsed Time	0.50 h

Referenced Information

Manuals/Drawings	References/Sheets
AMM	06-41-00, Page Block 001 28-11-22, Page Block 401

Procedure

(a) Standard practice given in this procedure:

1 For the identification of access panels, refer to Ref. AMM 06-41-00, Page Block 001.

(b) Put an access platform in position to get access to the LH wing outer tank.

(c) Remove the manhole covers for the LH wing outer tank Panel 550FB and Panel 550GB, refer to Ref. AMM 28-11-22, Page Block 401.

(3) Task A300-A-57-XX-6118-03001-540A-A (A300-A-57-XX-6118-03ZZZ-540Z-A) Remove the Manhole Covers, RH Wing

Job Set-Up Information

Manpower/Resources/Skills

Man-hours	0.50 h
Minimum Number of person	1
Elapsed Time	0.50 h

Referenced Information

Manuals/Drawings	References/Sheets
AMM	06-41-00, Page Block 001 28-11-22, Page Block 401

Procedure

(a) Standard practice given in this procedure:

1 For the identification of access panels, refer to Ref. AMM 06-41-00, Page Block 001.

(b) Put an access platform in position to get access to the RH wing outer tank.

(c) Remove the manhole covers for the RH wing outer tank Panel 650FB and Panel 650GB, refer to Ref. AMM 28-11-22, Page Block 401.

C. PROCEDURE

(1) Task A300-A-57-XX-6118-01001-311A-A (A300-A-57-XX-6118-01ZZZ-311Z-A) Do a Detailed Visual Inspection of the Top Wing Skin at Rib 18, LH Wing

Job Set-Up Information

Working Area

Impacted Zone	Access / Work Location	
500	Work location	Rib 18 From Stringer 11 to Stringer 18

Manpower/Resources/Skills

Man-hours	0.50 h
Minimum Number of person	1
Elapsed Time	0.50 h
Skills	Airframe

Referenced Information

Manuals/Drawings	References/Sheets
AMM	06-21-00, Page Block 001 06-31-57, Page Block 001
NTM	51-70-00

Procedure

Refer to Ref. Fig.BB Detailed Visual Inspection of the Top Wing Skin and Stringer Joint at Rib 18.

(a) Standard practices given in this procedure:

1 For the identification of zones, refer to Ref. AMM 06-21-00, Page Block 001.

2 For the identification of wing ribs, refer to Ref. AMM 06-31-57, Page Block 001.

(b) Do a DVI of the top wing skin external surface at Rib 18, Stringer 11 to Stringer 18, refer to Ref. NTM 51-70-00.

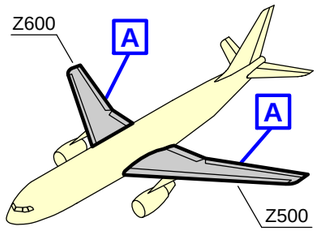
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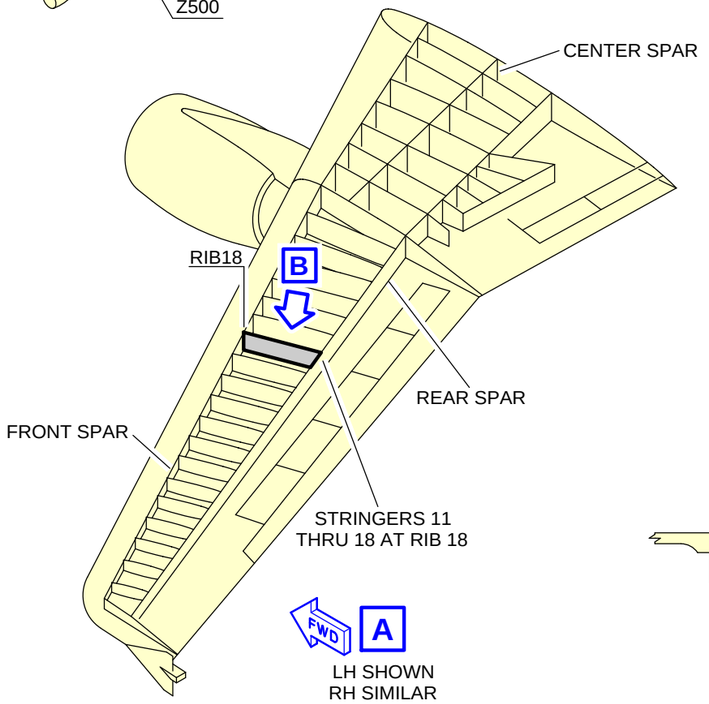
a Contact AIRBUS

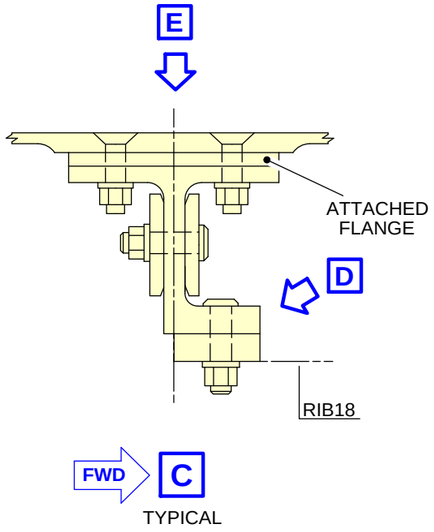
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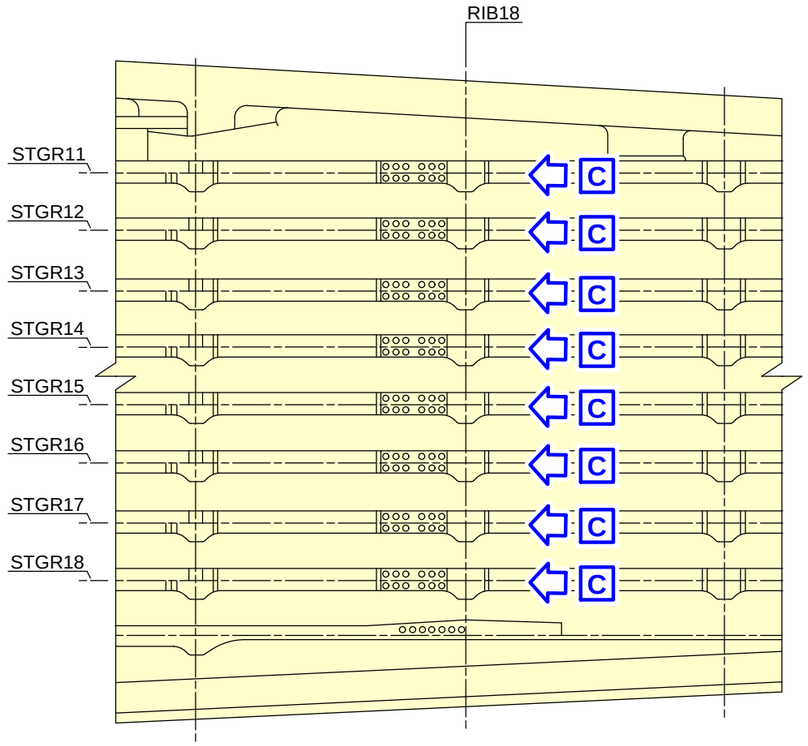
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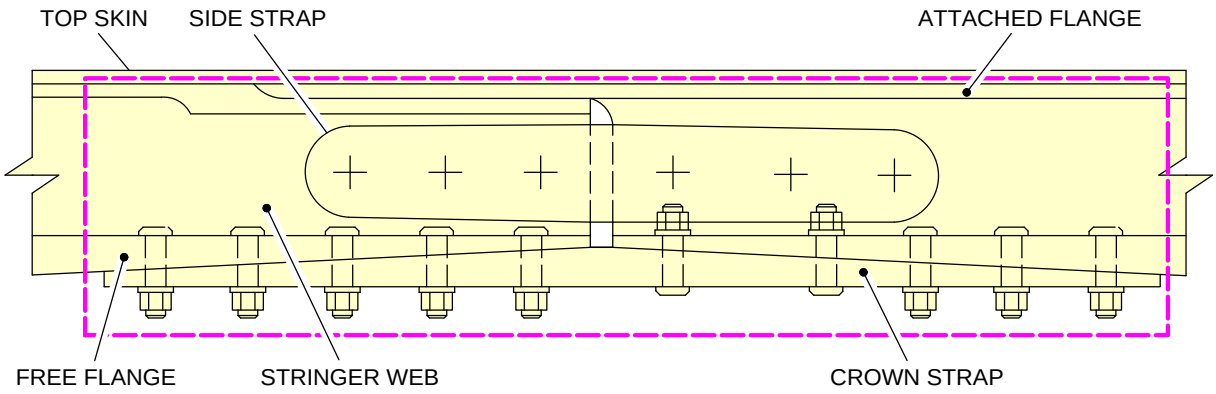


B

FIGURE 2
TOP SKIN PANEL 3 IN THE AREA OF THE STRINGER JOINTS

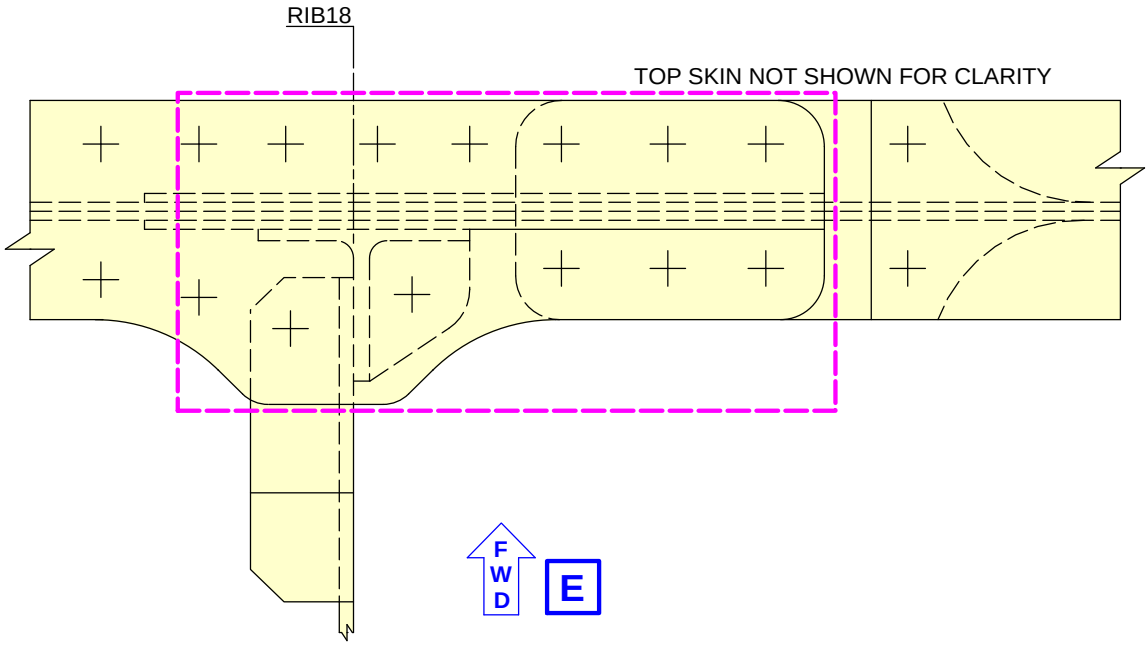
ICN-A300-A-57XX6118-A-FAPE3-002ZF-A-001-01

CONF ALL



D

STRINGERS 11 TO 18 AT RIB 18
SHOWING AREA TO BE INSPECTED



NOTE:

AREA TO BE INSPECTED

ICN-A300-A-57XX6118-A-FAPE3-002ZG-A-001-01

Figure ICN-A300-A-57XX6118-A-FAPE3-002ZG-A-001-01 Fig.BB Sol.AA SHEET 2/2

(2) Task A300-A-57-XX-6118-02001-311A-A (A300-A-57-XX-6118-02ZZZ-311Z-A) Do a Detailed Visual Inspection of the Stringer Joint (Including Attached Flange, Stringer Web, Side Strap, Free Flange and Crown Strap) at Rib 18, LH Wing

Job Set-Up Information

Working Area

Impacted Zone	Access / Work Location	
500	Work location	Rib 18 From Stringer 11 to Stringer 18

Manpower/Resources/Skills

Man-hours	0.50 h
Minimum Number of person	1
Elapsed Time	0.50 h
Skills	Airframe

Referenced Information

Manuals/Drawings	References/Sheets
AMM	06-21-00, Page Block 001 06-31-57, Page Block 001
NTM	51-70-00

Procedure

Refer to Ref. Fig.BB Detailed Visual Inspection of the Top Wing Skin and Stringer Joint at Rib 18.

(a) Standard practices given in this procedure:

1 For the identification of zones, refer to Ref. AMM 06-21-00, Page Block 001.

2 For the identification of wing ribs, refer to Ref. AMM 06-31-57, Page Block 001.

(b) Do a DVI of the stringer joint (including attached flange, stringer web, side strap, free flange and crown strap) at Rib 18, Stringer 11 to Stringer 18, refer to Ref. NTM 51-70-00.

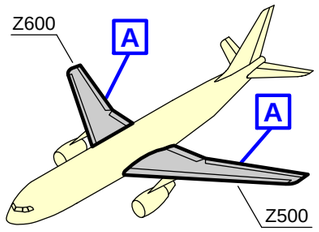
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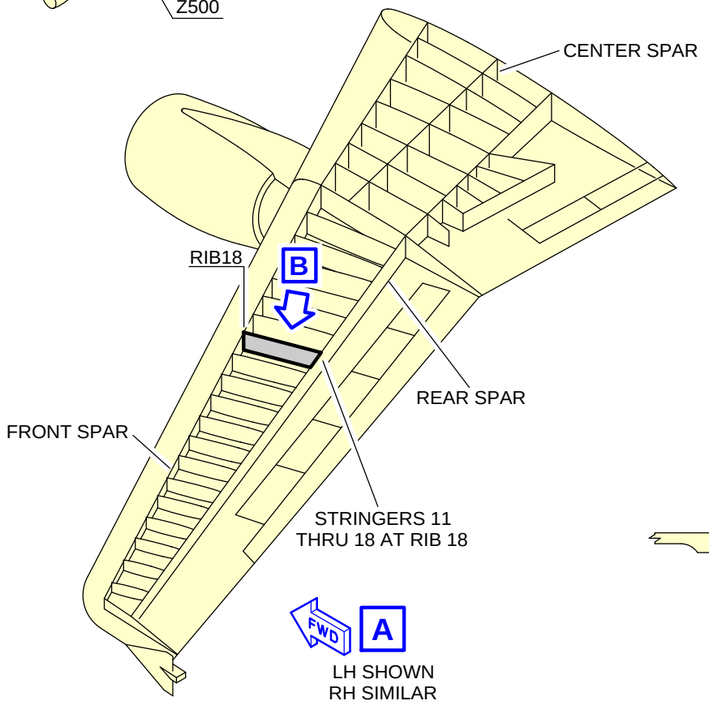
a Contact AIRBUS

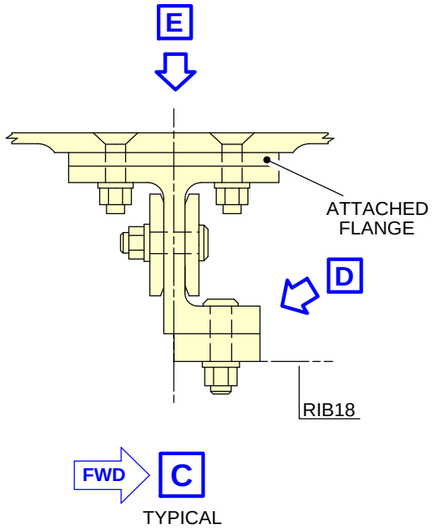
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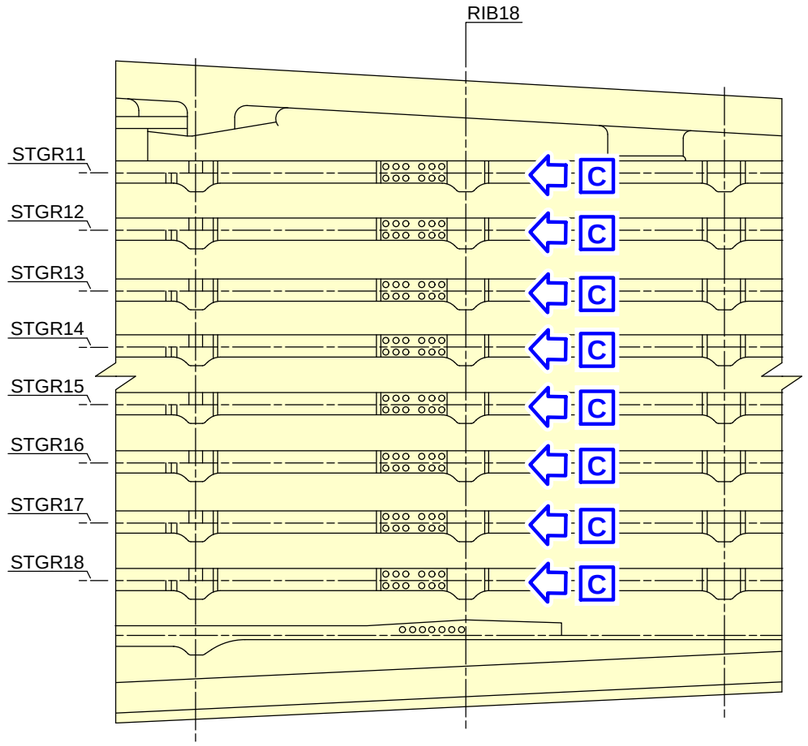
a Continue with the next worksteps.

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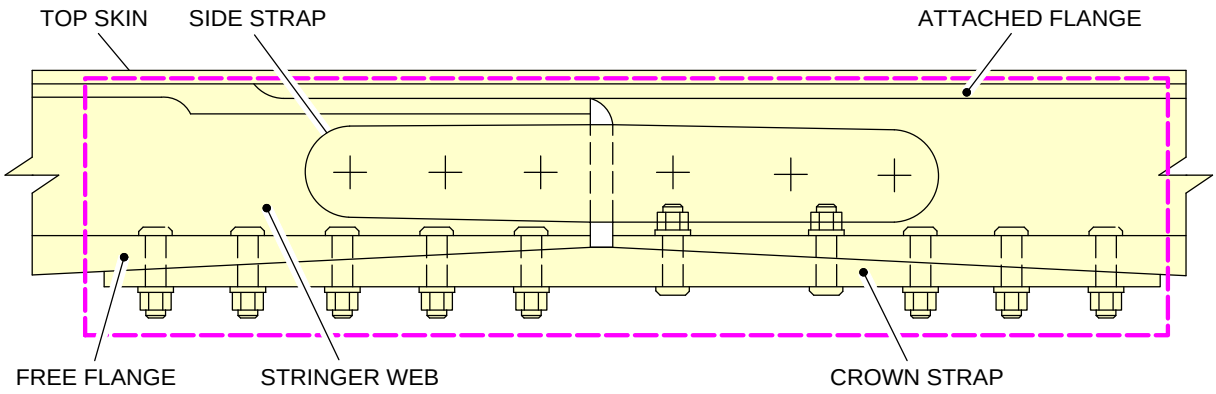


B

FIGURE 2
TOP SKIN PANEL 3 IN THE AREA OF THE STRINGER JOINTS

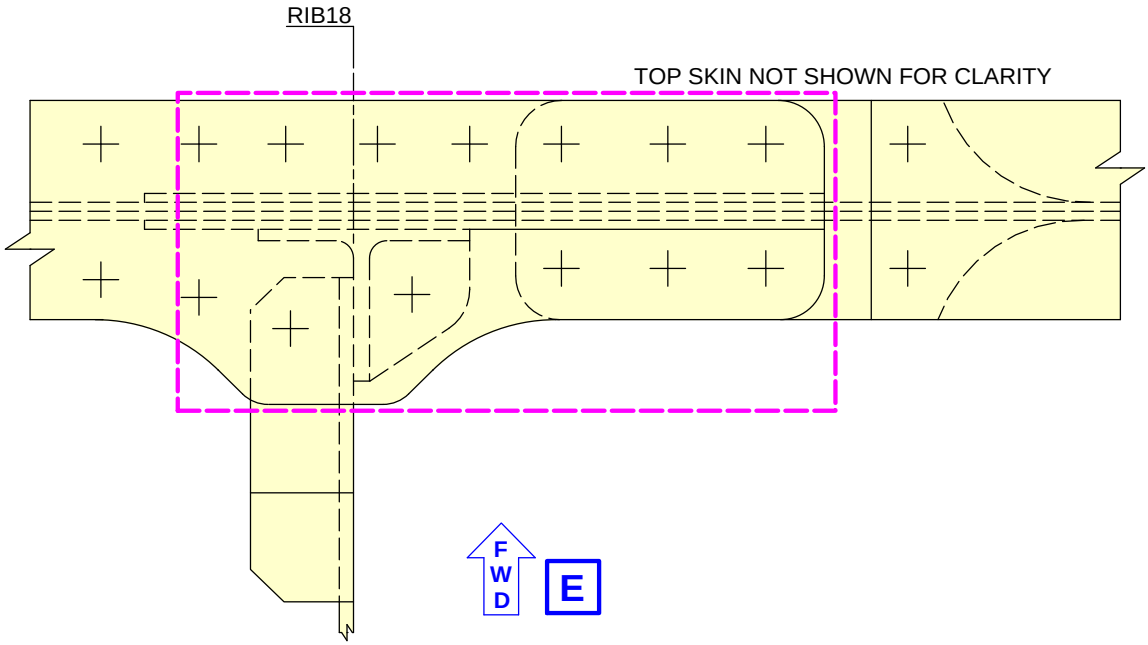
ICN-A300-A-57XX6118-A-FAPE3-002ZF-A-001-01

CONF ALL



D

STRINGERS 11 TO 18 AT RIB 18
SHOWING AREA TO BE INSPECTED



NOTE:

AREA TO BE INSPECTED

ICN-A300-A-57XX6118-A-FAPE3-002ZG-A-001-01

Figure ICN-A300-A-57XX6118-A-FAPE3-002ZG-A-001-01 Fig.BB Sol.AA SHEET 2/2

(3) Task A300-A-57-XX-6118-01001-920A-A (A300-A-57-XX-6118-01ZZZ-920Z-A) Modify the Stringer Joint Couplings at Rib 18, LH Wing

Job Set-Up Information

Working Area

Impacted Zone	Access / Work Location	
500	Work location	Rib 18 From Stringer 11 to Stringer 18

Manpower/Resources/Skills

Man-hours	16.00 h
Minimum Number of person	2
Elapsed Time	8.00 h
Skills	Airframe

Material necessary to do the job

Consumables				
ITEM	**REFERENCE CML**	**DESCRIPTION**	**DRAWING**	**SEE NOTES**
	06ABB1	Polysulfide Sealant-Fuel Tank-Fillet		

Part kit 576118B01R00					
ITEM	**PART No.**	**QTY (UM)**	**KEYWORD**	**DRAWING**	**SEE NOTES**
1	NSA5479BV4-8X	24	SCREW		
2	NSA5479BV4-11X	16	SCREW		
3	NSA5477VHK4-5	16	BOLT		
4	NSA5477VHK4-10	32	BOLT		
5	NSA5477VHK4-9	16	BOLT		
6	NSA5472-4K7	104	NUT		

Referenced Information

Manuals/Drawings	References/Sheets
AMM	06-21-00, Page Block 001 06-31-57, Page Block 001 20-21-12, Page Block 001
CML	CONSUMABLE MATERIAL LIST (CML)
NTM	57-25-38 57-29-02
SRM	51-24-00 51-40-00 51-40-20 51-40-40 51-40-44 51-75-10

Procedure

(a) Standard practices given in this procedure:

1 For the identification of zones, refer to Ref. AMM 06-21-00, Page Block 001.

2 For the identification of wing ribs, refer to Ref. AMM 06-31-57, Page Block 001.

3 For the specification of Material application codes given in this Service Bulletin, refer to Ref. CML.

4 To torque tighten the standard threaded fasteners, refer to Ref. AMM 20-21-12, Page Block 001.

5 Remove and install fasteners in accordance with Ref. SRM 51-40-20.

6 Apply sealant in accordance with Ref. SRM 51-24-00.

7 Repair the paint coating in accordance with Ref. SRM 51-75-10.

8 Get fastener hole diameters and drill data in accordance with Ref. SRM 51-40-40.

9 If alternative and substitute fasteners have to be used, you must make sure that the associated nut/collar are compatible in accordance with Ref. SRM 51-40-00 ‘Mating Part’ column.

10 If the length of any fastener specified in this Service Bulletin does not meet installation standards given in SRM Chapter 51, then a fastener of the same specification, or an approved substitute, with a length which meets the installation standards given in SRM Chapter 51 may be used. In addition, washers may be installed for fastener grip length in accordance with SRM Chapter 51.

(b) Modify the stringer joint couplings:
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18.

1 Remove the fasteners at Rib 18, Stringer 11 and Stringer 14:

4	RIVET	Discard
12	BOLT	Discard
16	NUT	Discard

2 Drill the fastener holes to first oversize in the upper wing skin in accordance with Ref. SRM 51-40-44.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View F and the fastener table.

3 Do a Special Detailed Inspection (SDI) (Roto-probe) of the fastener holes in the upper wing skin in accordance with Ref. NTM 57-29-02.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View F.

a If damage is found:

<1> Contact AIRBUS

b If no damage is found:

<1> Continue with the next worksteps.

4 Wet install the fasteners at Rib 18, Stringer 11 and Stringer 14.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View G and the fastener table.

4	BOLT-HI LOK	NSA5477VHK4-5	Item 3
8	BOLT-HI LOK	NSA5477VHK4-10	Item 4
4	BOLT-HI LOK	NSA5477VHK4-9	Item 5

16	NUT with:	NSA5472-4K7	Item 6
	Polysulfide Sealant-Fuel Tank-Fillet	06ABB1	

5 Remove the fasteners at Rib 18, Stringer 12 and Stringer 15:

4	RIVET	Discard
12	BOLT	Discard
16	NUT	Discard

6 Drill the fastener holes to first oversize in the upper wing skin in accordance with Ref. SRM 51-40-44.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View F and the fastener table.

7 Do a SDI (Roto-probe) of the fastener holes in the upper wing skin in accordance with Ref. NTM 57-29-02.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View F.

a If damage is found:

<1> Contact AIRBUS

b If no damage is found:

<1> Continue with the next worksteps.

8 Wet install the fasteners at Rib 18, Stringer 12 and Stringer 15.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View G and the fastener table.

4	BOLT-HI LOK	NSA5477VHK4-5	Item 3
8	BOLT-HI LOK	NSA5477VHK4-10	Item 4
4	BOLT-HI LOK	NSA5477VHK4-9	Item 5
16	NUT with:	NSA5472-4K7	Item 6
	Polysulfide Sealant-Fuel Tank-Fillet	06ABB1	

9 Remove the fasteners at Rib 18, Stringer 13 and Stringer 17:

4	RIVET	Discard
12	BOLT	Discard
16	NUT	Discard

10 Drill the fastener holes to first oversize in the upper wing skin in accordance with Ref. SRM 51-40-44.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View F and the fastener table.

11 Do a SDI (Roto-probe) of the fastener holes in the upper wing skin in accordance with Ref. NTM 57-29-02.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View F.

a If damage is found:

<1> Contact AIRBUS

b If no damage is found:

<1> Continue with the next worksteps.

12 Wet install the fasteners at Rib 18, Stringer 13 and Stringer 17.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View G and the fastener table.

4	BOLT-HI LOK	NSA5477VHK4-5	Item 3
8	BOLT-HI LOK	NSA5477VHK4-10	Item 4
4	BOLT-HI LOK	NSA5477VHK4-9	Item 5
16	NUT with:	NSA5472-4K7	Item 6
	Polysulfide Sealant-Fuel Tank-Fillet	06ABB1	

13 Remove the fasteners at Rib 18, Stringer 16 and Stringer 18:

4	RIVET	Discard
12	BOLT	Discard
16	NUT	Discard

14 Drill the fastener holes to first oversize in the upper wing skin in accordance with Ref. SRM 51-40-44.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View F and the fastener table.

15 Do a SDI (Roto-probe) of the fastener holes in the upper wing skin in accordance with Ref. NTM 57-29-02.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View F.

a If damage is found:

<1> Contact AIRBUS

b If no damage is found:

<1> Continue with the next worksteps.

16 Wet install the fasteners at Rib 18, Stringer 16 and Stringer 18.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View G and the fastener table.

4	BOLT-HI LOK	NSA5477VHK4-5	Item 3
8	BOLT-HI LOK	NSA5477VHK4-10	Item 4
4	BOLT-HI LOK	NSA5477VHK4-9	Item 5
16	NUT with:	NSA5472-4K7	Item 6
	Polysulfide Sealant-Fuel Tank-Fillet	06ABB1	

(c) Modify the stringer web including the cleat couplings:
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View D.

1 Remove the fasteners at Rib 18, Stringer 11 and Stringer 14:

10	BOLT	Discard
10	NUT	Discard

2 Drill the fastener holes to first oversize in the stringer web including the cleat in accordance with Ref. SRM 51-40-44.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View D and the fastener table.

3 Do a SDI (Roto-probe) of the fastener holes in the stringer web including the cleat in accordance with Ref. NTM 57-25-38.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View D.

a If damage is found:

<1> Contact AIRBUS

b If no damage is found:

<1> Continue with the next worksteps.

4 Wet install the fasteners at Rib 18, Stringer 11 and Stringer 14.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View E and the fastener table.

6	SCREW-HI LOK	NSA5479BV4-8X	Item 1
4	SCREW-HI LOK	NSA5479BV4-11X	Item 2
10	NUT with:	NSA5472-4K7	Item 6
	Polysulfide Sealant-Fuel Tank-Fillet	06ABB1	

5 Remove the fasteners at Rib 18, Stringer 12 and Stringer 15:

10	BOLT	Discard
10	NUT	Discard

6 Drill the fastener holes to first oversize in the stringer web including the cleat in accordance with Ref. SRM 51-40-44.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View D and the fastener table.

7 Do a SDI (Roto-probe) of the fastener holes in the stringer web including the cleat in accordance with Ref. NTM 57-25-38.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View D.

a If damage is found:

<1> Contact AIRBUS

b If no damage is found:

<1> Continue with the next worksteps.

8 Wet install the fasteners at Rib 18, Stringer 12 and Stringer 15.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View E and the fastener table.

6	SCREW-HI LOK	NSA5479BV4-8X	Item 1
4	SCREW-HI LOK	NSA5479BV4-11X	Item 2
10	NUT with:	NSA5472-4K7	Item 6
	Polysulfide Sealant-Fuel Tank-Fillet	06ABB1	

9 Remove the fasteners at Rib 18, Stringer 13 and Stringer 17:

10	BOLT	Discard
10	NUT	Discard

10 Drill the fastener holes to first oversize in the stringer web including the cleat in accordance with Ref. SRM 51-40-44.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View D and the fastener table.

11 Do a SDI (Roto-probe) of the fastener holes in the stringer web including the cleat in accordance with Ref. NTM 57-25-38.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View D.

a If damage is found:

<1> Contact AIRBUS

b If no damage is found:

<1> Continue with the next worksteps.

12 Wet install the fasteners at Rib 18, Stringer 13 and Stringer 17.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View E and the fastener table.

6	SCREW-HI LOK	NSA5479BV4-8X	Item 1
4	SCREW-HI LOK	NSA5479BV4-11X	Item 2
10	NUT with:	NSA5472-4K7	Item 6
	Polysulfide Sealant-Fuel Tank-Fillet	06ABB1	

13 Remove the fasteners at Rib 18, Stringer 16 and Stringer 18:

10	BOLT	Discard
10	NUT	Discard

14 Drill the fastener holes to first oversize in the stringer web including the cleat in accordance with Ref. SRM 51-40-44.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View D and the fastener table.

15 Do a SDI (Roto-probe) of the fastener holes in the stringer web including the cleat in accordance with Ref. NTM 57-25-38.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View D.

a If damage is found:

<1> Contact AIRBUS

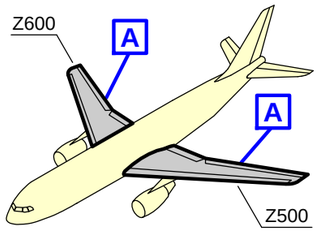
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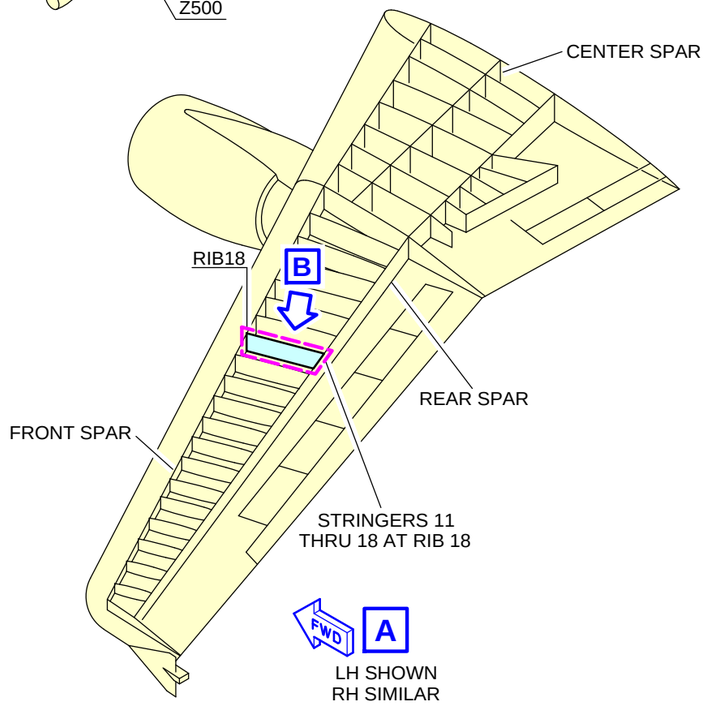
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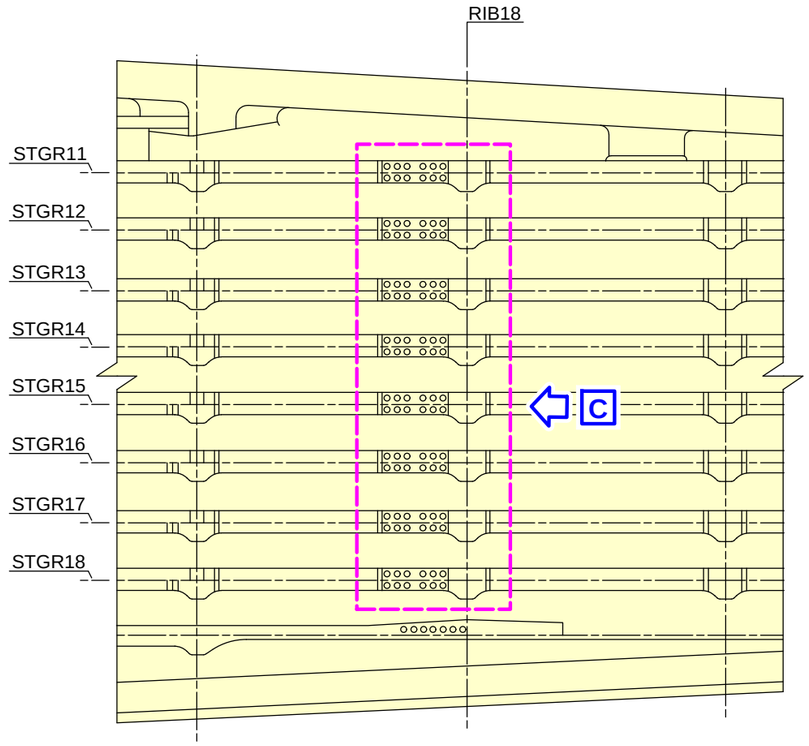
16 Wet install the fasteners at Rib 18, Stringer 16 and Stringer 18.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View E and the fastener table.

6	SCREW-HI LOK	NSA5479BV4-8X	Item 1
4	SCREW-HI LOK	NSA5479BV4-11X	Item 2
10	NUT with:	NSA5472-4K7	Item 6
	Polysulfide Sealant-Fuel Tank-Fillet	06ABB1	

CONF ALL







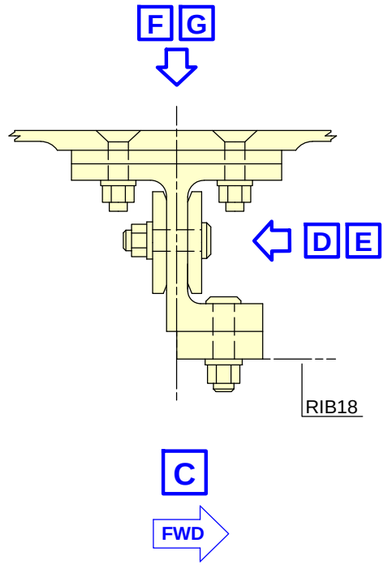


FIGURE 2
TOP SKIN PANEL 3 IN THE AREA OF THE STRINGER JOINTS

NOTE:
AREA OF MODIFICATION

ICN-A300-A-57XX6118-A-FAPE3-002ZC-A-002-01

CONF ALL

BEFORE

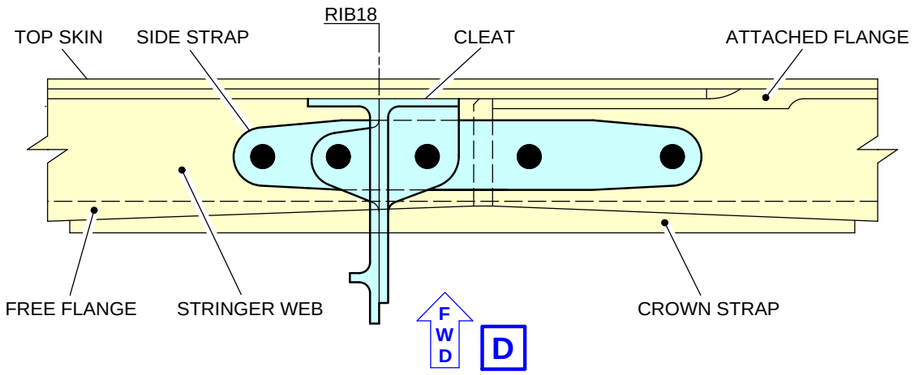


FIGURE 4
STRINGERS 11 TO 18 BOLTING AT RIB 18 SHOWING BOLT POSITIONS
THAT ARE TO BE REMOVED AND HOLES SDET INSPECTED

AFTER

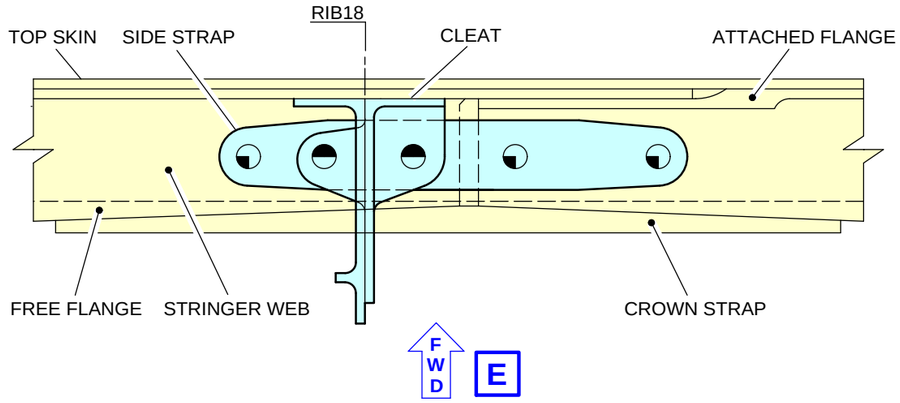


FIGURE 4
STRINGERS 11 TO 18 BOLTING AT RIB 18 SHOWING BOLT
POSITIONS THAT ARE TO BE INSTALLED

BEFORE

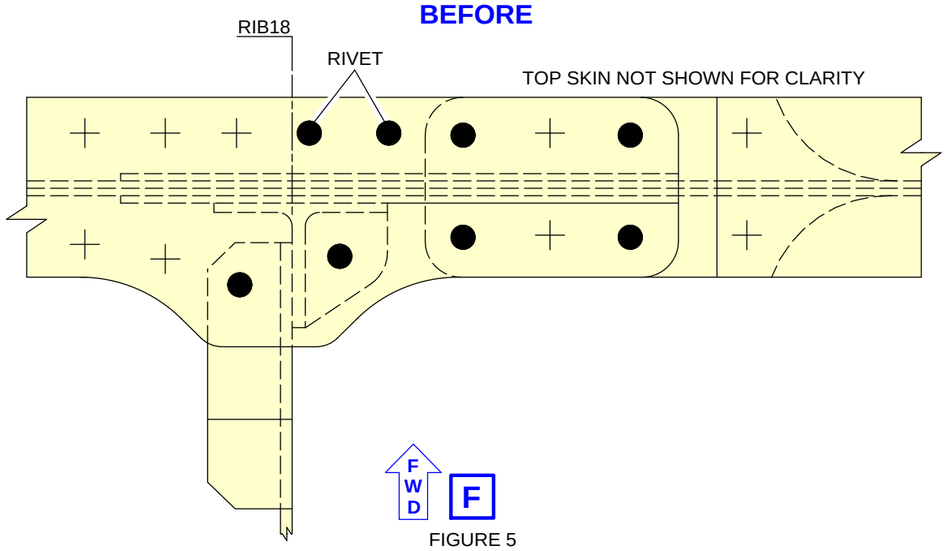


FIGURE 5
STRINGERS 11 TO 18 BOLTING AT RIB 18 SHOWING BOLT POSITIONS
THAT ARE TO BE REMOVED AND HOLES SDET INSPECTED

AFTER

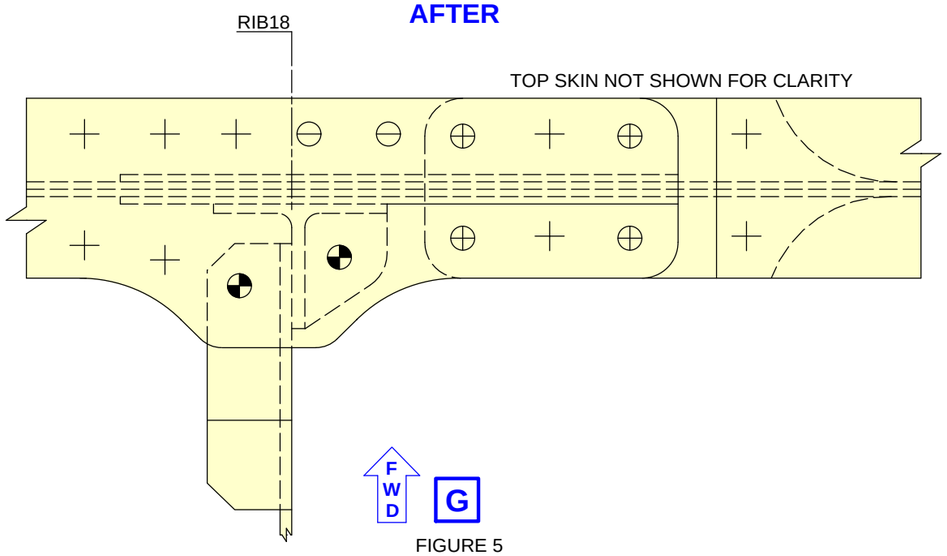


FIGURE 5
STRINGERS 11 TO 18 BOLTING AT RIB 18 SHOWING BOLT
POSITIONS THAT ARE TO BE INSTALLED

NOTE: FOR FASTENER IDENTIFICATION TABLE SEE SHEET 3.

ICN-A300-A-57XX6118-A-FAPE3-002ZD-A-001-01

HOLE SYMBOL	ITEM	PART NUMBER	DESCRIPTION	FINAL HOLE DIAMETER		SIZE/ FIT TYPE
				MIN	MAX	
◒	1	NSA5479BV4-8X	BOLT	6.746 mm (0.2656 in)	6.797 mm (0.2676 in)	FIRST OVERSIZE CLEARANCE FIT
	6	NSA5472-4K7	NUT			
◓	2	NSA5479BV4-11X	BOLT	6.746 mm (0.2656 in)	6.797 mm (0.2676 in)	FIRST OVERSIZE CLEARANCE FIT
	6	NSA5472-4K7	NUT			
⊖	3	NSA5477VHK4-5	BOLT	6.607 mm (0.2601 in)	6.657 mm (0.2621 in)	FIRST OVERSIZE INTERFERENCE FIT
	6	NSA5472-4K7	NUT			
⊕	4	NSA5477VHK4-10	BOLT	6.607 mm (0.2601 in)	6.657 mm (0.2621 in)	FIRST OVERSIZE INTERFERENCE FIT
	6	NSA5472-4K7	NUT			
◔	5	NSA5477VHK4-9	BOLT	6.607 mm (0.2601 in)	6.657 mm (0.2621 in)	FIRST OVERSIZE INTERFERENCE FIT
	6	NSA5472-4K7	NUT			
+	FOR REFERENCE					

FASTENERS REMOVED	
HOLE SYMBOL	DESCRIPTION
●	BOLT
	OR
	RIVET

ICN-A300-A-57XX6118-A-FAPE3-002ZE-A-002-01

Figure ICN-A300-A-57XX6118-A-FAPE3-002ZE-A-002-01 Fig.BA Sol.AA SHEET 3/3

(4) Task A300-A-57-XX-6118-03001-311A-A (A300-A-57-XX-6118-03ZZZ-311Z-A) Do a Detailed Visual Inspection of the Top Wing Skin at Rib 18, RH Wing

Job Set-Up Information

Working Area

Impacted Zone	Access / Work Location	
600	Work location	Rib 18 From Stringer 11 to Stringer 18

Manpower/Resources/Skills

Man-hours	0.50 h
Minimum Number of person	1
Elapsed Time	0.50 h
Skills	Airframe

Referenced Information

Manuals/Drawings	References/Sheets
AMM	06-21-00, Page Block 001 06-31-57, Page Block 001
NTM	51-70-00

Procedure

Refer to Ref. Fig.BB Detailed Visual Inspection of the Top Wing Skin and Stringer Joint at Rib 18.

(a) Standard practices given in this procedure:

1 For the identification of zones, refer to Ref. AMM 06-21-00, Page Block 001.

2 For the identification of wing ribs, refer to Ref. AMM 06-31-57, Page Block 001.

(b) Do a DVI of the top wing skin external surface at Rib 18, Stringer 11 to Stringer 18, refer to Ref. NTM 51-70-00.

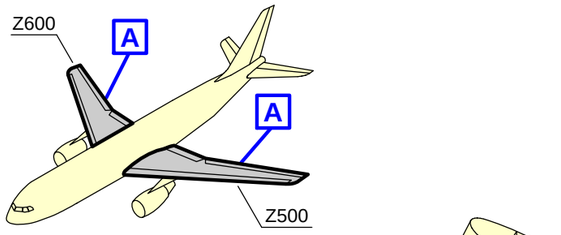
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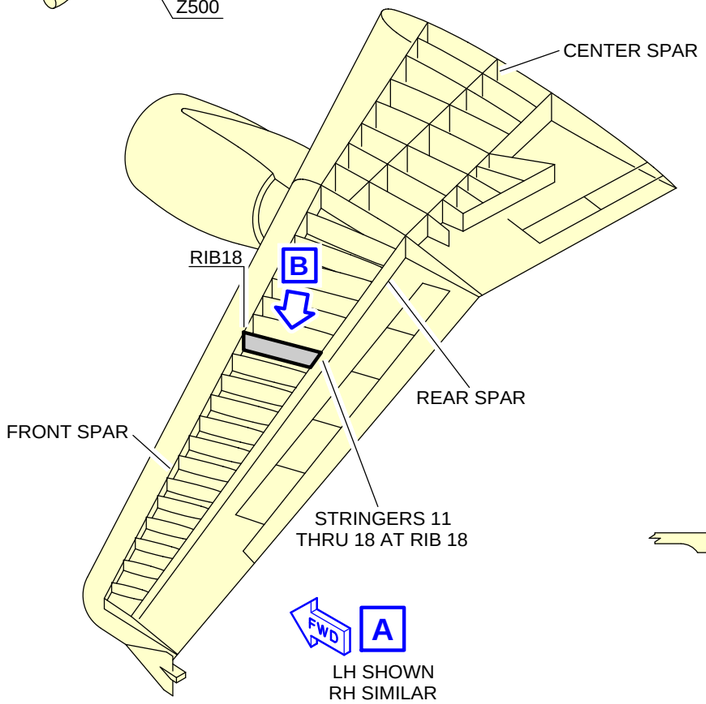
a Contact AIRBUS

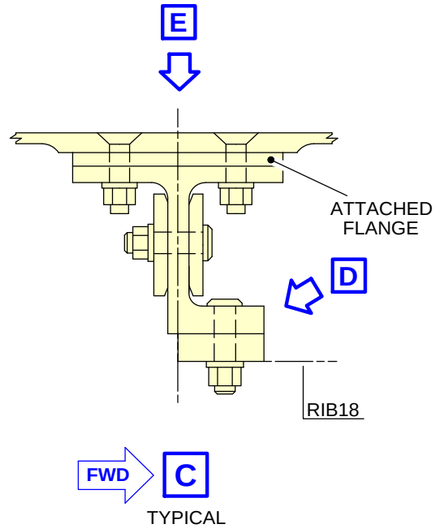
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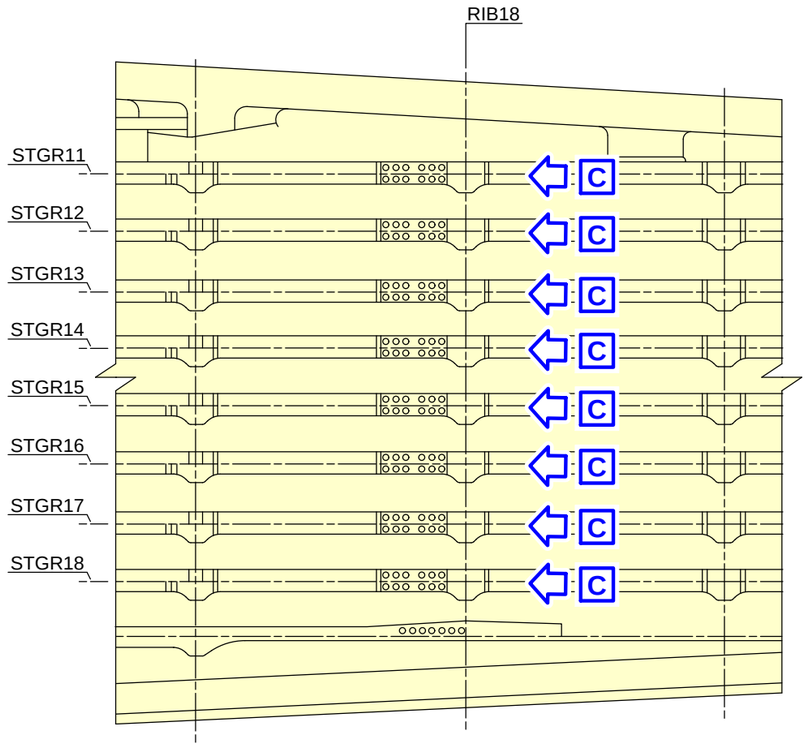
a Continue with the next worksteps.

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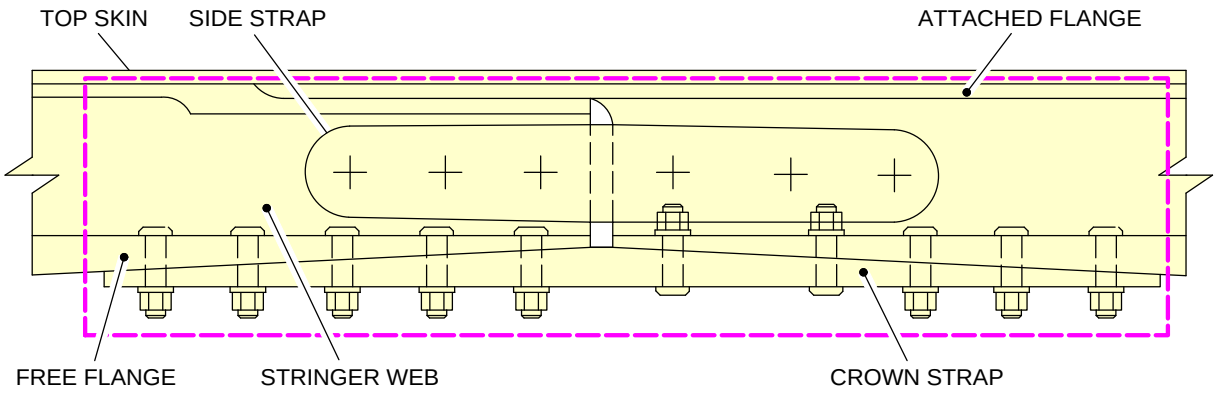


B

FIGURE 2
TOP SKIN PANEL 3 IN THE AREA OF THE STRINGER JOINTS

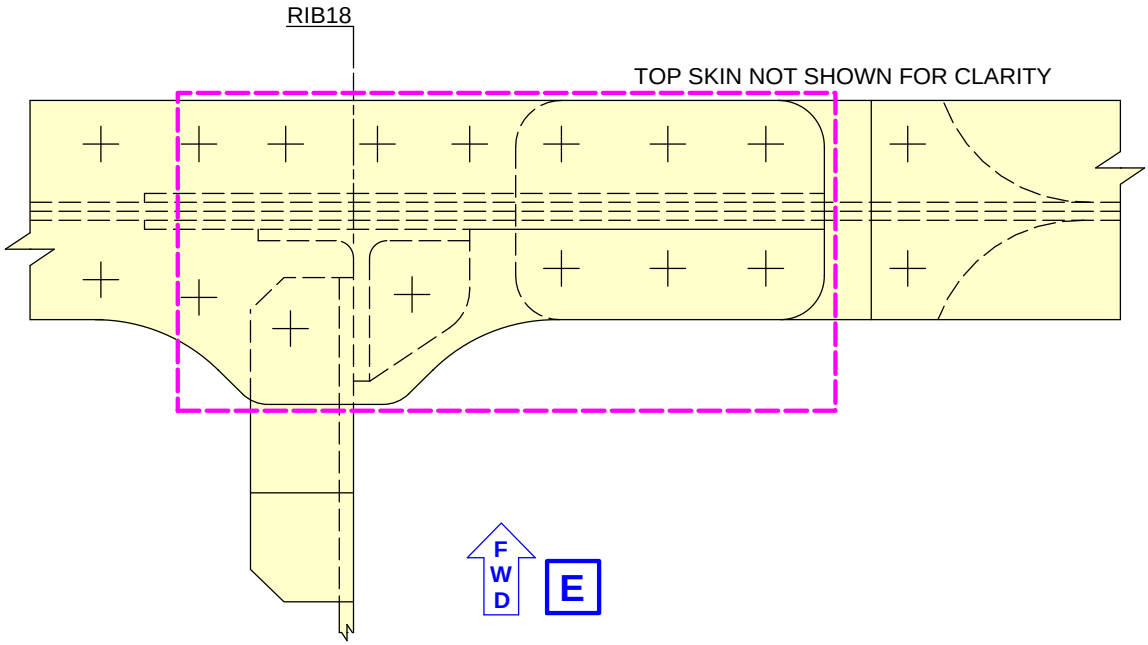
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CONF ALL



D

STRINGERS 11 TO 18 AT RIB 18
SHOWING AREA TO BE INSPECTED



NOTE:

AREA TO BE INSPECTED

ICN-A300-A-57XX6118-A-FAPE3-002ZG-A-001-01

Figure ICN-A300-A-57XX6118-A-FAPE3-002ZG-A-001-01 Fig.BB Sol.AA SHEET 2/2

(5) Task A300-A-57-XX-6118-04001-311A-A (A300-A-57-XX-6118-04ZZZ-311Z-A) Do a Detailed Visual Inspection of the Stringer Joint (Including Attached Flange, Stringer Web, Side Strap, Free Flange and Crown Strap) at Rib 18, RH Wing

Job Set-Up Information

Working Area

Impacted Zone	Access / Work Location	
600	Work location	Rib 18 From Stringer 11 to Stringer 18

Manpower/Resources/Skills

Man-hours	0.50 h
Minimum Number of person	1
Elapsed Time	0.50 h
Skills	Airframe

Referenced Information

Manuals/Drawings	References/Sheets
AMM	06-21-00, Page Block 001 06-31-57, Page Block 001
NTM	51-70-00

Procedure

Refer to Ref. Fig.BB Detailed Visual Inspection of the Top Wing Skin and Stringer Joint at Rib 18.

(a) Standard practices given in this procedure:

1 For the identification of zones, refer to Ref. AMM 06-21-00, Page Block 001.

2 For the identification of wing ribs, refer to Ref. AMM 06-31-57, Page Block 001.

(b) Do a DVI of the stringer joint (including attached flange, stringer web, side strap, free flange and crown strap) at Rib 18, Stringer 11 to Stringer 18, refer to Ref. NTM 51-70-00.

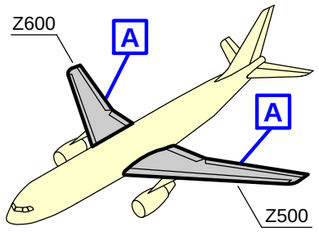
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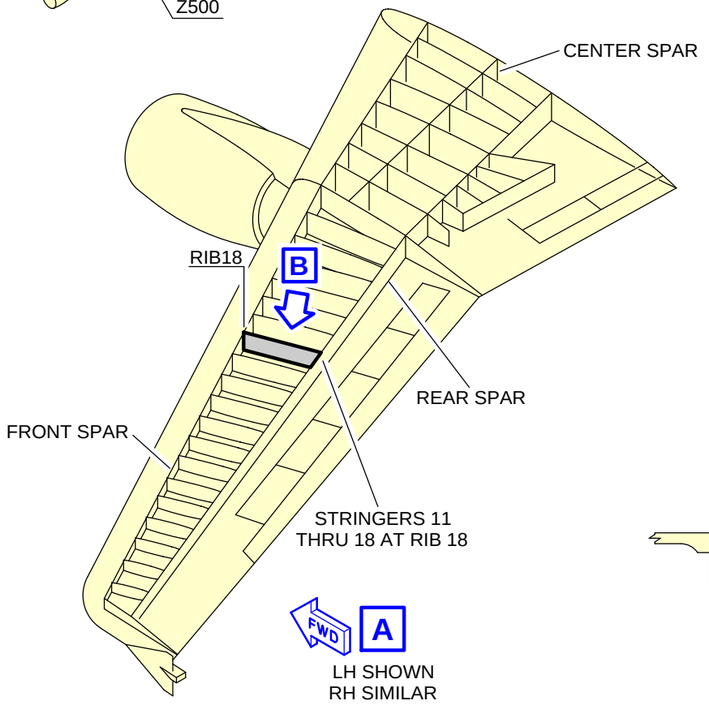
a Contact AIRBUS

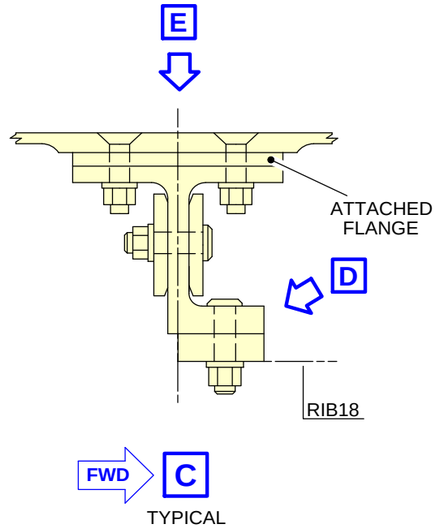
2 If no damage is found:

a Continue with the next worksteps.

CONF ALL







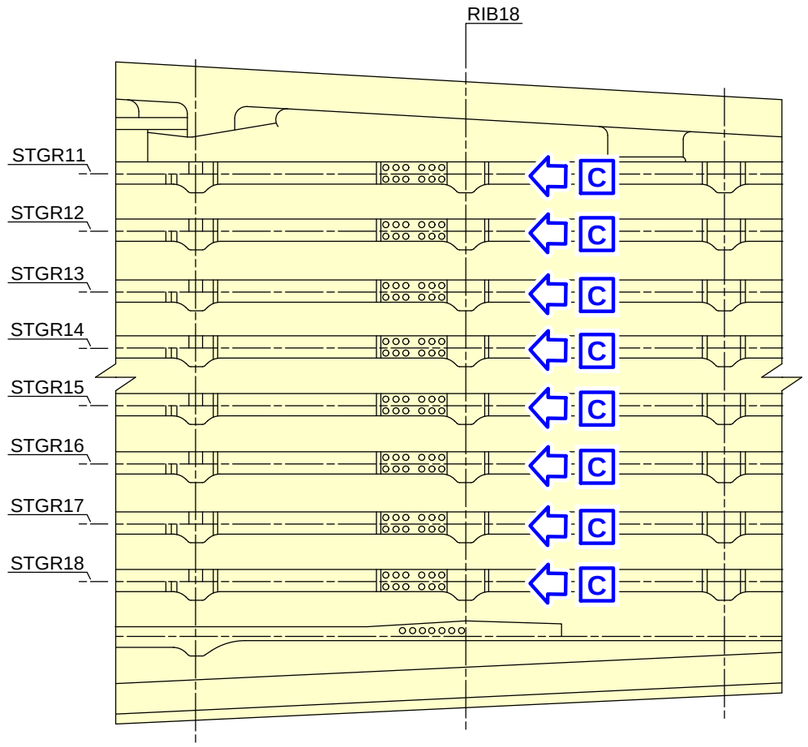
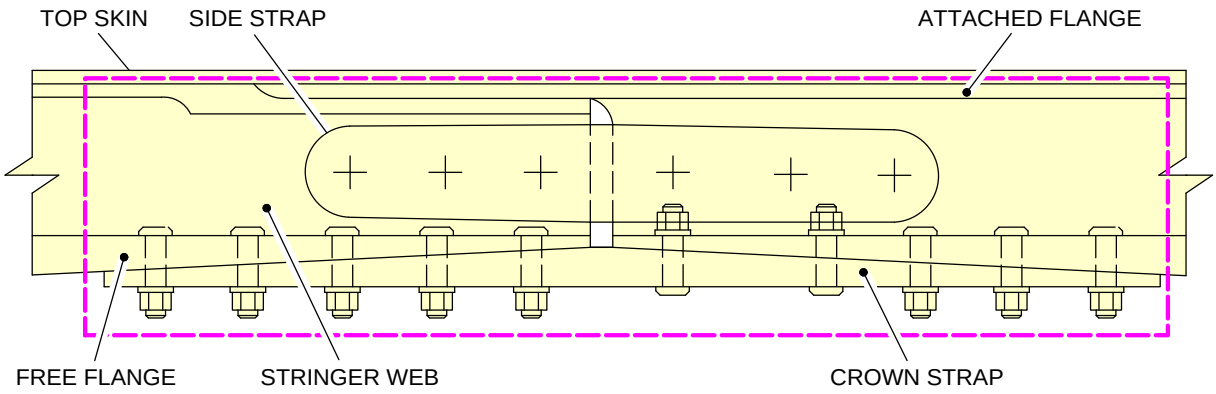


FIGURE 2
TOP SKIN PANEL 3 IN THE AREA OF THE STRINGER JOINTS

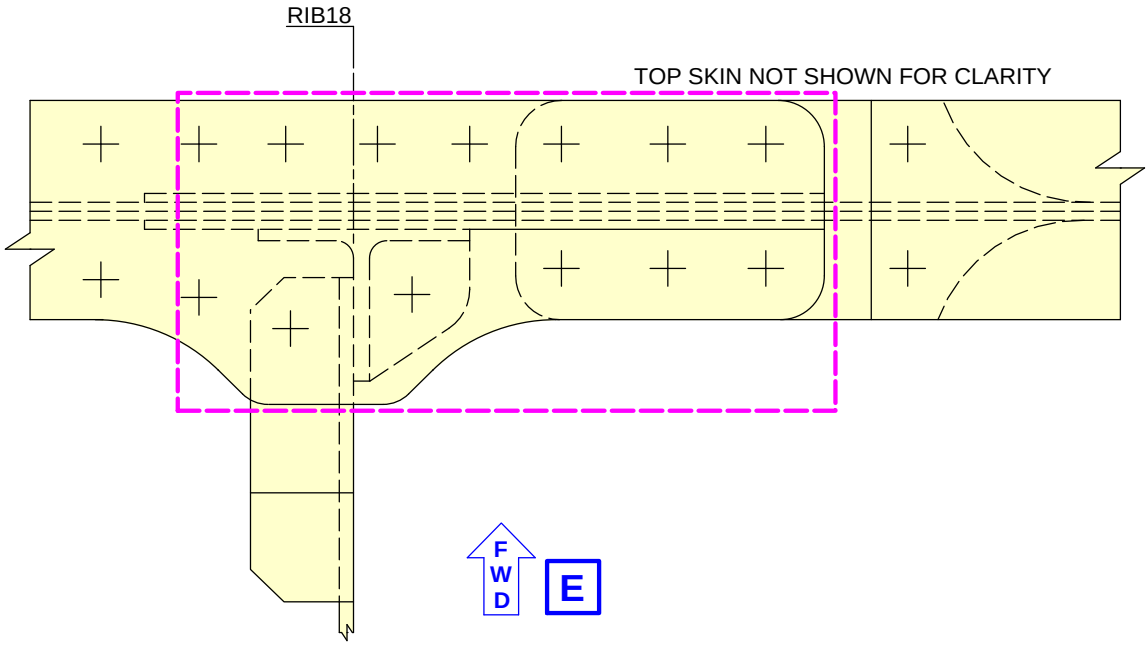
ICN-A300-A-57XX6118-A-FAPE3-002ZF-A-001-01

CONF ALL



D

STRINGERS 11 TO 18 AT RIB 18
SHOWING AREA TO BE INSPECTED



NOTE:

AREA TO BE INSPECTED

ICN-A300-A-57XX6118-A-FAPE3-002ZG-A-001-01

Figure ICN-A300-A-57XX6118-A-FAPE3-002ZG-A-001-01 Fig.BB Sol.AA SHEET 2/2

(6) Task A300-A-57-XX-6118-02001-920A-A (A300-A-57-XX-6118-02ZZZ-920Z-A) Modify the Stringer Joint Couplings at Rib 18, RH Wing

Job Set-Up Information

Working Area

Impacted Zone	Access / Work Location	
600	Work location	Rib 18 From Stringer 11 to Stringer 18

Manpower/Resources/Skills

Man-hours	16.00 h
Minimum Number of person	2
Elapsed Time	8.00 h
Skills	Airframe

Material necessary to do the job

Consumables				
ITEM	**REFERENCE CML**	**DESCRIPTION**	**DRAWING**	**SEE NOTES**
	06ABB1	Polysulfide Sealant-Fuel Tank-Fillet		

Part kit 576118B01R00					
ITEM	**PART No.**	**QTY (UM)**	**KEYWORD**	**DRAWING**	**SEE NOTES**
1	NSA5479BV4-8X	24	SCREW		
2	NSA5479BV4-11X	16	SCREW		
3	NSA5477VHK4-5	16	BOLT		
4	NSA5477VHK4-10	32	BOLT		
5	NSA5477VHK4-9	16	BOLT		
6	NSA5472-4K7	104	NUT		

Referenced Information

Manuals/Drawings	References/Sheets
AMM	06-21-00, Page Block 001 06-31-57, Page Block 001 20-21-12, Page Block 001
CML	CONSUMABLE MATERIAL LIST (CML)
NTM	57-25-38 57-29-02
SRM	51-24-00 51-40-00 51-40-20 51-40-40 51-40-44 51-75-10

Procedure

(a) Standard practices given in this procedure:

1 For the identification of zones, refer to Ref. AMM 06-21-00, Page Block 001.

2 For the identification of wing ribs, refer to Ref. AMM 06-31-57, Page Block 001.

3 For the specification of Material application codes given in this Service Bulletin, refer to Ref. CML.

4 To torque tighten the standard threaded fasteners, refer to Ref. AMM 20-21-12, Page Block 001.

5 Remove and install fasteners in accordance with Ref. SRM 51-40-20.

6 Apply sealant in accordance with Ref. SRM 51-24-00.

7 Repair the paint coating in accordance with Ref. SRM 51-75-10.

8 Get fastener hole diameters and drill data in accordance with Ref. SRM 51-40-40.

9 If alternative and substitute fasteners have to be used, you must make sure that the associated nut/collar are compatible in accordance with Ref. SRM 51-40-00 ‘Mating Part’ column.

10 If the length of any fastener specified in this Service Bulletin does not meet installation standards given in SRM Chapter 51, then a fastener of the same specification, or an approved substitute, with a length which meets the installation standards given in SRM Chapter 51 may be used. In addition, washers may be installed for fastener grip length in accordance with SRM Chapter 51.

(b) Modify the stringer joint couplings:
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18.

1 Remove the fasteners at Rib 18, Stringer 11 and Stringer 14:

4	RIVET	Discard
12	BOLT	Discard
16	NUT	Discard

2 Drill the fastener holes to first oversize in the upper wing skin in accordance with Ref. SRM 51-40-44.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View F and the fastener table.

3 Do a SDI (Roto-probe) of the fastener holes in the upper wing skin in accordance with Ref. NTM 57-29-02.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View F.

a If damage is found:

<1> Contact AIRBUS

b If no damage is found:

<1> Continue with the next worksteps.

4 Wet install the fasteners at Rib 18, Stringer 11 and Stringer 14.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View G and the fastener table.

4	BOLT-HI LOK	NSA5477VHK4-5	Item 3
8	BOLT-HI LOK	NSA5477VHK4-10	Item 4
4	BOLT-HI LOK	NSA5477VHK4-9	Item 5

16	NUT with:	NSA5472-4K7	Item 6
	Polysulfide Sealant-Fuel Tank-Fillet	06ABB1	

5 Remove the fasteners at Rib 18, Stringer 12 and Stringer 15:

4	RIVET	Discard
12	BOLT	Discard
16	NUT	Discard

6 Drill the fastener holes to first oversize in the upper wing skin in accordance with Ref. SRM 51-40-44.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View F and the fastener table.

7 Do a SDI (Roto-probe) of the fastener holes in the upper wing skin in accordance with Ref. NTM 57-29-02.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View F.

a If damage is found:

<1> Contact AIRBUS

b If no damage is found:

<1> Continue with the next worksteps.

8 Wet install the fasteners at Rib 18, Stringer 12 and Stringer 15.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View G and the fastener table.

4	BOLT-HI LOK	NSA5477VHK4-5	Item 3
8	BOLT-HI LOK	NSA5477VHK4-10	Item 4
4	BOLT-HI LOK	NSA5477VHK4-9	Item 5
16	NUT with:	NSA5472-4K7	Item 6
	Polysulfide Sealant-Fuel Tank-Fillet	06ABB1	

9 Remove the fasteners at Rib 18, Stringer 13 and Stringer 17:

4	RIVET	Discard
12	BOLT	Discard
16	NUT	Discard

10 Drill the fastener holes to first oversize in the upper wing skin in accordance with Ref. SRM 51-40-44.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View F and the fastener table.

11 Do a SDI (Roto-probe) of the fastener holes in the upper wing skin in accordance with Ref. NTM 57-29-02.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View F.

a If damage is found:

<1> Contact AIRBUS

b If no damage is found:

<1> Continue with the next worksteps.

12 Wet install the fasteners at Rib 18, Stringer 13 and Stringer 17.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View G and the fastener table.

4	BOLT-HI LOK	NSA5477VHK4-5	Item 3
8	BOLT-HI LOK	NSA5477VHK4-10	Item 4
4	BOLT-HI LOK	NSA5477VHK4-9	Item 5
16	NUT with:	NSA5472-4K7	Item 6
	Polysulfide Sealant-Fuel Tank-Fillet	06ABB1	

13 Remove the fasteners at Rib 18, Stringer 16 and Stringer 18:

4	RIVET	Discard
12	BOLT	Discard
16	NUT	Discard

14 Drill the fastener holes to first oversize in the upper wing skin in accordance with Ref. SRM 51-40-44.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View F and the fastener table.

15 Do a SDI (Roto-probe) of the fastener holes in the upper wing skin in accordance with Ref. NTM 57-29-02.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View F.

a If damage is found:

<1> Contact AIRBUS

b If no damage is found:

<1> Continue with the next worksteps.

16 Wet install the fasteners at Rib 18, Stringer 16 and Stringer 18.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View G and the fastener table.

4	BOLT-HI LOK	NSA5477VHK4-5	Item 3
8	BOLT-HI LOK	NSA5477VHK4-10	Item 4
4	BOLT-HI LOK	NSA5477VHK4-9	Item 5
16	NUT with:	NSA5472-4K7	Item 6
	Polysulfide Sealant-Fuel Tank-Fillet	06ABB1	

(c) Modify the rib stringer web including the cleat couplings:
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View D.

1 Remove the fasteners at Rib 18, Stringer 11 and Stringer 14:

10	BOLT	Discard
10	NUT	Discard

2 Drill the fastener holes to first oversize in the stringer web including the cleat in accordance with Ref. SRM 51-40-44.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View D and the fastener table.

3 Do a SDI (Roto-probe) of the fastener holes in the stringer web including the cleat in accordance with Ref. NTM 57-25-38.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View D.

a If damage is found:

<1> Contact AIRBUS

b If no damage is found:

<1> Continue with the next worksteps.

4 Wet install the fasteners at Rib 18, Stringer 11 and Stringer 14.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View E and the fastener table.

6	SCREW-HI LOK	NSA5479BV4-8X	Item 1
4	SCREW-HI LOK	NSA5479BV4-11X	Item 2
10	NUT with:	NSA5472-4K7	Item 6
	Polysulfide Sealant-Fuel Tank-Fillet	06ABB1	

5 Remove the fasteners at Rib 18, Stringer 12 and Stringer 15:

10	BOLT	Discard
10	NUT	Discard

6 Drill the fastener holes to first oversize in the stringer web including the cleat in accordance with Ref. SRM 51-40-44.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View D and the fastener table.

7 Do a SDI (Roto-probe) of the fastener holes in the stringer web including the cleat in accordance with Ref. NTM 57-25-38.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View D.

a If damage is found:

<1> Contact AIRBUS

b If no damage is found:

<1> Continue with the next worksteps.

8 Wet install the fasteners at Rib 18, Stringer 12 and Stringer 15.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View E and the fastener table.

6	SCREW-HI LOK	NSA5479BV4-8X	Item 1
4	SCREW-HI LOK	NSA5479BV4-11X	Item 2
10	NUT with:	NSA5472-4K7	Item 6
	Polysulfide Sealant-Fuel Tank-Fillet	06ABB1	

9 Remove the fasteners at Rib 18, Stringer 13 and Stringer 17:

10	BOLT	Discard
10	NUT	Discard

10 Drill the fastener holes to first oversize in the stringer web including the cleat in accordance with Ref. SRM 51-40-44.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View D and the fastener table.

11 Do a SDI (Roto-probe) of the fastener holes in the stringer web including the cleat in accordance with Ref. NTM 57-25-38.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View D.

a If damage is found:

<1> Contact AIRBUS

b If no damage is found:

<1> Continue with the next worksteps.

12 Wet install the fasteners at Rib 18, Stringer 13 and Stringer 17.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View E and the fastener table.

6	SCREW-HI LOK	NSA5479BV4-8X	Item 1
4	SCREW-HI LOK	NSA5479BV4-11X	Item 2
10	NUT with:	NSA5472-4K7	Item 6
	Polysulfide Sealant-Fuel Tank-Fillet	06ABB1	

13 Remove the fasteners at Rib 18, Stringer 16 and Stringer 18:

10	BOLT	Discard
10	NUT	Discard

14 Drill the fastener holes to first oversize in the stringer web including the cleat in accordance with Ref. SRM 51-40-44.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View D and the fastener table.

15 Do a SDI (Roto-probe) of the fastener holes in the stringer web including the cleat in accordance with Ref. NTM 57-25-38.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View D.

a If damage is found:

<1> Contact AIRBUS

b If no damage is found:

<1> Continue with the next worksteps.

16 Wet install the fasteners at Rib 18, Stringer 16 and Stringer 18.
Refer to Ref. Fig.BA Modification of the Stringer Joint Couplings at Rib 18, View B and View E and the fastener table.

6	SCREW-HI LOK	NSA5479BV4-8X	Item 1
4	SCREW-HI LOK	NSA5479BV4-11X	Item 2
10	NUT with:	NSA5472-4K7	Item 6
	Polysulfide Sealant-Fuel Tank-Fillet	06ABB1	

CONF ALL

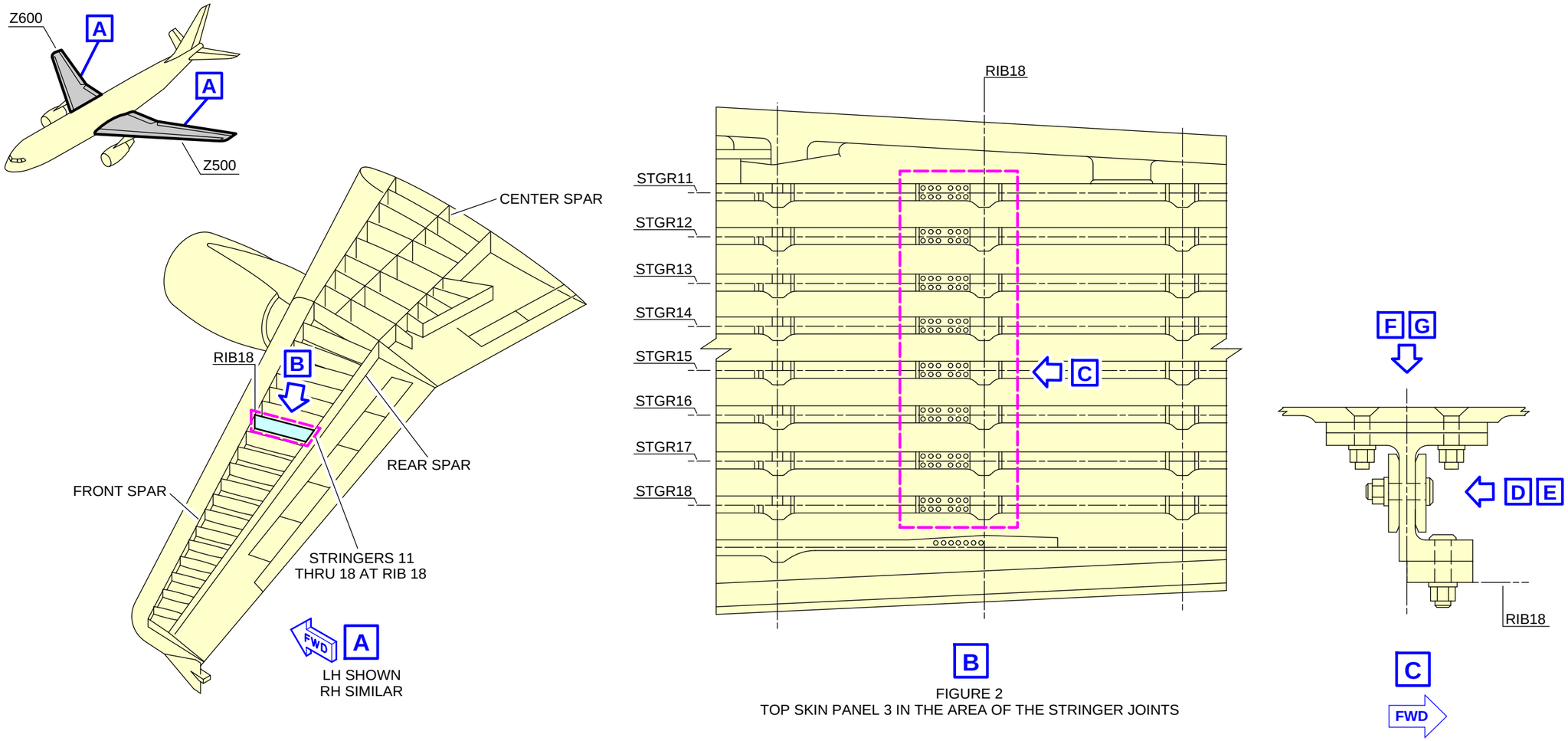


FIGURE 2
TOP SKIN PANEL 3 IN THE AREA OF THE STRINGER JOINTS

NOTE:
AREA OF MODIFICATION

ICN-A300-A-57XX6118-A-FAPE3-002ZC-A-002-01

CONF ALL

BEFORE

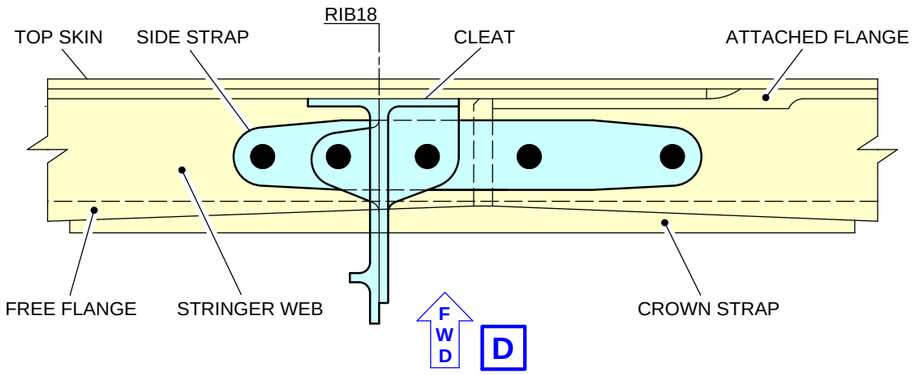


FIGURE 4
STRINGERS 11 TO 18 BOLTING AT RIB 18 SHOWING BOLT POSITIONS
THAT ARE TO BE REMOVED AND HOLES SDET INSPECTED

AFTER

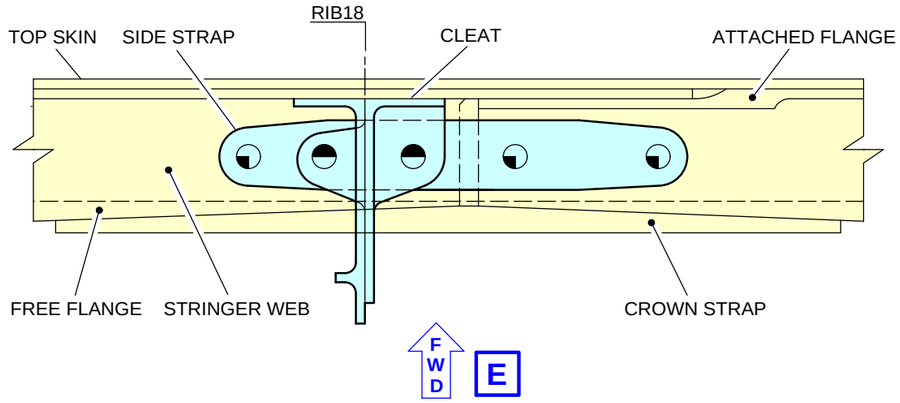


FIGURE 4
STRINGERS 11 TO 18 BOLTING AT RIB 18 SHOWING BOLT
POSITIONS THAT ARE TO BE INSTALLED

BEFORE

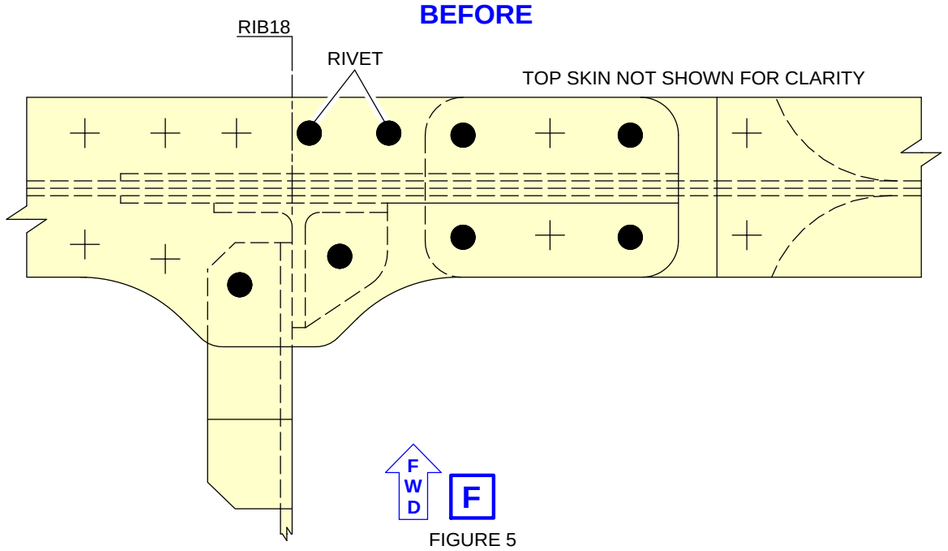


FIGURE 5
STRINGERS 11 TO 18 BOLTING AT RIB 18 SHOWING BOLT POSITIONS
THAT ARE TO BE REMOVED AND HOLES SDET INSPECTED

AFTER

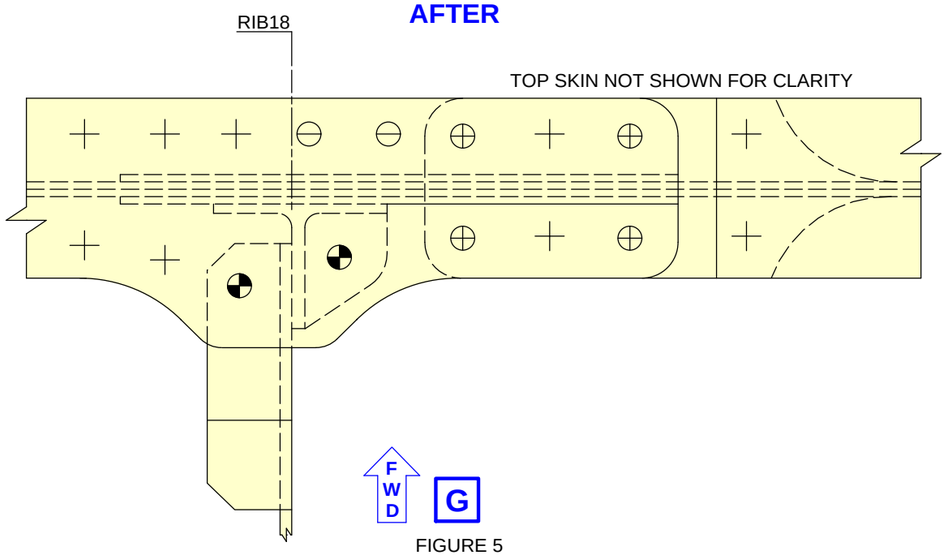


FIGURE 5
STRINGERS 11 TO 18 BOLTING AT RIB 18 SHOWING BOLT
POSITIONS THAT ARE TO BE INSTALLED

NOTE: FOR FASTENER IDENTIFICATION TABLE SEE SHEET 3.

ICN-A300-A-57XX6118-A-FAPE3-002ZD-A-001-01

HOLE SYMBOL	ITEM	PART NUMBER	DESCRIPTION	FINAL HOLE DIAMETER		SIZE/ FIT TYPE
				MIN	MAX	
◔	1	NSA5479BV4-8X	BOLT	6.746 mm (0.2656 in)	6.797 mm (0.2676 in)	FIRST OVERSIZE CLEARANCE FIT
	6	NSA5472-4K7	NUT			
◓	2	NSA5479BV4-11X	BOLT	6.746 mm (0.2656 in)	6.797 mm (0.2676 in)	FIRST OVERSIZE CLEARANCE FIT
	6	NSA5472-4K7	NUT			
⊖	3	NSA5477VHK4-5	BOLT	6.607 mm (0.2601 in)	6.657 mm (0.2621 in)	FIRST OVERSIZE INTERFERENCE FIT
	6	NSA5472-4K7	NUT			
⊕	4	NSA5477VHK4-10	BOLT	6.607 mm (0.2601 in)	6.657 mm (0.2621 in)	FIRST OVERSIZE INTERFERENCE FIT
	6	NSA5472-4K7	NUT			
◕	5	NSA5477VHK4-9	BOLT	6.607 mm (0.2601 in)	6.657 mm (0.2621 in)	FIRST OVERSIZE INTERFERENCE FIT
	6	NSA5472-4K7	NUT			
+	FOR REFERENCE					

FASTENERS REMOVED	
HOLE SYMBOL	DESCRIPTION
●	BOLT
	OR
	RIVET

ICN-A300-A-57XX6118-A-FAPE3-002ZE-A-002-01

Figure ICN-A300-A-57XX6118-A-FAPE3-002ZE-A-002-01 Fig.BA Sol.AA SHEET 3/3

D. PREPARATION FOR TEST

(1) Task A300-A-57-XX-6118-01001-720A-A (A300-A-57-XX-6118-01ZZZ-720Z-A) Preparation for Test, LH Wing

Job Set-Up Information

Manpower/Resources/Skills

Man-hours	0.50 h
Minimum Number of person	1
Elapsed Time	0.50 h

Referenced Information

Manuals/Drawings	References/Sheets
AMM	06-41-00, Page Block 001 28-11-22, Page Block 401

Procedure

(a) Standard practice given in this procedure:

1 For the identification of access panels, refer to Ref. AMM 06-41-00, Page Block 001.

(b) Install the manhole covers for the LH wing outer tank Panel 550FB and Panel 550GB, refer to Ref. AMM 28-11-22, Page Block 401.

(2) Task A300-A-57-XX-6118-02001-720A-A (A300-A-57-XX-6118-02ZZZ-720Z-A) Preparation for Test, RH Wing

Job Set-Up Information

Manpower/Resources/Skills

Man-hours	0.50 h
Minimum Number of person	1
Elapsed Time	0.50 h

Referenced Information

Manuals/Drawings	References/Sheets
AMM	06-41-00, Page Block 001 28-11-22, Page Block 401

Procedure

(a) Standard practice given in this procedure:

1 For the identification of access panels, refer to Ref. AMM 06-41-00, Page Block 001.

(b) Install the manhole covers for the RH wing outer tank Panel 650FB and Panel 650GB, refer to Ref. AMM 28-11-22, Page Block 401.

E. TEST

(1) Task A300-A-57-XX-6118-01001-390A-A (A300-A-57-XX-6118-01ZZZ-390Z-A) Test

Job Set-Up Information

Manpower/Resources/Skills

Man-hours	0.25 h
Minimum Number of person	1
Elapsed Time	0.25 h

Referenced Information

Manuals/Drawings	References/Sheets
AMM	06-41-00, Page Block 001 28-11-22, Page Block 401

Procedure

(a) Standard practice given in this procedure:

1 For the identification of access panels, refer to Ref. AMM 06-41-00, Page Block 001.

(b) Do the test after the installation of the manhole covers for LH wing outer tank Panel 550FB and Panel 550GB and RH wing outer tank Panel 650FB and Panel 650GB, refer to Ref. AMM 28-11-22, Page Block 401.

F. CLOSE-UP

(1) Task A300-A-57-XX-6118-01001-740A-A (A300-A-57-XX-6118-01ZZZ-740Z-A) Close-Up

Job Set-Up Information

Manpower/Resources/Skills

Man-hours	0.50 h
Minimum Number of person	1
Elapsed Time	0.50 h

Referenced Information

Manuals/Drawings	References/Sheets
AMM	28-10-00, Page Block 301

Procedure

(a) Make sure that the work areas are clean and clear of tools and other items of equipment.

(b) Do the close-up procedure as specified in the storage and servicing of fuel tank draining, venting and entry, refer to Ref. AMM 28-10-00, Page Block 301.

(c) Remove the access platforms.

(d) Put the aircraft back to its initial configuration.

G. ADMINISTRATIVE

(1) Task A300-A-57-XX-6118-01001-90AA-A (A300-A-57-XX-6118-01ZZZ-90AZ-A) Administrative

Procedure

Confirm in the applicable aircraft records that you have completed all the work defined in this Service Bulletin task set as required.

APPENDIX

A. MANPOWER GANTT CHART

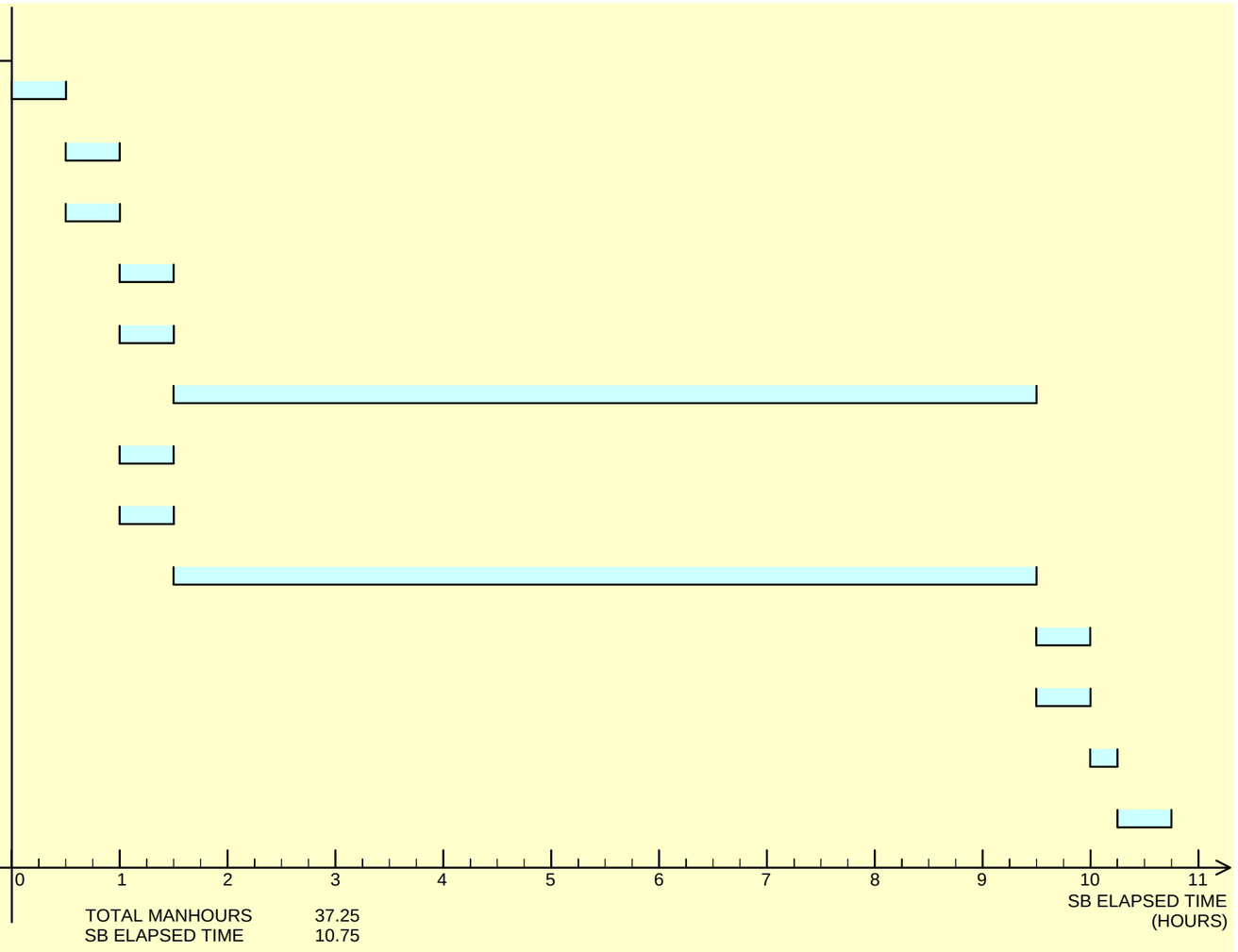
MANPOWER GANTT CHART

For an explanation of the man-hours and elapsed time, refer to the next page(s).

CONF ALL

ELAPSED TIME ASSUMPTION SERVICE BULLETIN No. A300-57-6118 01 02

STEPS	MH	PER	ET/S
JOB SET-UP	0.50	1	0.50
REMOVE THE MANHOLE COVERS, LH WING	0.50	1	0.50
REMOVE THE MANHOLE COVERS, RH WING	0.50	1	0.50
DO A DETAILED VISUAL INSPECTION OF THE TOP WING SKIN AT RIB 18, LH WING	0.50	1	0.50
DO A DETAILED VISUAL INSPECTION OF THE STRINGER JOINT (INCLUDING ATTACHED FLANGE, STRINGER WEB, SIDE STRAP, FREE FLANGE AND CROWN STRAP) AT RIB 18, LH WING	0.50	1	0.50
MODIFY THE STRINGER JOINT COUPLINGS AT RIB 18, LH WING	16.00	2	8.00
DO A DETAILED VISUAL INSPECTION OF THE TOP WING SKIN AT RIB 18, RH WING	0.50	1	0.50
DO A DETAILED VISUAL INSPECTION OF THE STRINGER JOINT (INCLUDING ATTACHED FLANGE, STRINGER WEB, SIDE STRAP, FREE FLANGE AND CROWN STRAP) AT RIB 18, RH WING	0.50	1	0.50
MODIFY THE STRINGER JOINT COUPLINGS AT RIB 18, RH WING	16.00	2	8.00
PREPARATION FOR TEST, LH WING	0.50	1	0.50
PREPARATION FOR TEST, RH WING	0.50	1	0.50
TEST	0.25	1	0.25
CLOSE-UP	0.50	1	0.50
TOTAL MANHOURS	37.25		
SB ELAPSED TIME	10.75		



MH : MANHOURS
PER: NUMBER OF PERSONS
ET/S: ELAPSED TIME PER STEP

NOTES:

01 THIS CHART IS ONLY A PROPOSAL.
OPERATORS MAY DETERMINE THAT ANOTHER WAY TO DO THE WORK IS MORE SUITABLE FOR THEM.

02 IF A VSB IS INVOLVED, THE ASSOCIATED MANHOURS ARE NOT REFLECTED IN THIS GANTT CHART.

ICN-A300-A-57XX6118-A-FAPE3-002ZB-A-004-01

Figure ICN-A300-A-57XX6118-A-FAPE3-002ZB-A-004-01 Fig.AA Sol.AA SHEET 1/1

Manpower Gantt Chart

B. ACCOMPLISHMENT TIMESCALE

ACCOMPLISHMENT TIMESCALE

Table 01, CONF 001 — Modify the Stringer Joint Couplings at Rib 18 LH and RH Wing.

Applicability	Windows of Embodiment (WoE)				Grace Period (Whichever occurs first from the issuance of Revision No. 01 of this Service Bulletin)		
	Lower Bound (Whichever occurs first from first flight)		Upper Bound (Whichever occurs first from first flight)				
	Flight Cycles (FC)	Flight Hours (FH)	FC	FH	FC	FH	Months
A300B4–603 A300B4–622 A300B4–605R A300B4–622R	30900 FC	66700 FH	32500 FC	70300 FH	700 FC	1500 FH	12
A300B4–603 A300B4–622 A300B4–605R A300B4–622R (AFT<1.5FH/FC)	28700 FC	43000 FH	35100 FC	52600 FH	700 FC	1000 FH	12
A300C4–620 A300F4–605R A300F4–622R A300C4–605R Variant F	28600 FC	61700 FH	35000 FC	75700 FH	N/A	N/A	N/A
A300C4–620 A300F4–605R A300F4–622R A300C4–605R Variant F (AFT<1.5FH/FC)	34400 FC	51600 FH	37800 FC	56700 FH	N/A	N/A	N/A

NOTE: This Service Bulletin must be performed between the lower bound and the upper bound values.

C. REPORTING SHEET

TITLE:	WINGS - STRUCTURE - RIB 1 TO RIB 29 - STRINGER JOINT AT RIB 18 (OVERSIZE ATTACHMENT HOLES)

MODIFICATION No.:	13611H5752

(1) SB Reporting status

This Service Bulletin will only be incorporated into affected customized Maintenance and Flight Operations Products if it is duly reported to Airbus.

(2) GENERAL information

The SB Reporting policy is published in ISI 00.00.00135. This document provides information regarding: the SB Reporting means and benefits, the update of customized Maintenance Products and customized Flight Operations Products.

If this Service Bulletin has an operational impact, refer to paragraph "Flight Operations Products" for further information on the update of affected Flight Operations Products.

(3) SB Reporting procedure

Standard practice to report SB is to use the online reporting application on AirbusWorld.

Refer to ISI 00.00.00179:

- For complete information on reporting means to Airbus, Question 2 "What are the standard practices for SB Reporting?"
- If this SB requires previous or simultaneous accomplishment of other SBs, Question 3 "What about the reporting of prerequisite Service Bulletins?"

NOTE: ISI 00.00.00179 covers all the frequently asked questions about SB Reporting. It is revised on a regular basis.

D. QUALITY PERCEPTION FORM

Use this form to tell us what is your perception of the quality of this Service Bulletin.

The reported data that you provide us will be used to analyse areas of difficulties and to take corrective action to further improve the quality of our Service Bulletin.

We thank you for the time you have taken in completing this form.

Quality rating of this SB	4	3	2	1
Quality rating of the Accomplishment Instructions	4	3	2	1
Quality rating of the Illustrations	4	3	2	1
Is this SB easy to understand ?	Y / N			

NOTE: Please rate on a scale of 1 to 4, with 4 being the highest score

If you have difficulties in the accomplishment of this SB please quote below the area(s) and give a short description of the issue.

	Planning		Material		Instructions
X	Applicability	X	Tooling	X	Preparation
X	Reason	X	List of Materials Operator Supplied	X	Mod/Inspection
X	Manpower	X	Kit content	X	Test
X	References	X	Re-identification	X	Close-up
X	Publication			X	Illustrations
X	Industry Support				

Comments :

Operator : Date :

Name/Title

Please return this form to :

AIRBUS
2, ROND POINT EMILE DEWOITINE
31700 BLAGNAC
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Or via your Resident Customer Support Office.