

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1991-132-124(B) R1
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A300, A310 and A300-600 aircraft

Door surroundings - Corrosion and fatigue inspection (ATA 52, 53)

APPLICABILITY:

Paragraph A of this Airworthiness Directive (AD) applies to AIRBUS INDUSTRIE A300, A310 and A300-600 aircraft, all certified models and all serial numbers.

Paragraph B of this AD applies to AIRBUS INDUSTRIE:

- A300, A300-600 aircraft, all certified models and all serial numbers, except for aircraft on which AIRBUS INDUSTRIE modifications No. 5068, 6514, 7201 and 7298 have been embodied in production or on which AIRBUS INDUSTRIE Service Bulletin (SB) A300-53-192 Rev. 5 (or any later approved revision) or A300-53-6002 Rev. 2 (or any other later approved revision) has been embodied in service.
- A310 aircraft, all certified models and all serial numbers, except for aircraft on which AIRBUS INDUSTRIE modifications No. 5068, 7201 and 7298 have been embodied in production or on which SB A310-53-2017 Rev. 6 (or any later approved revision) has been embodied in service.

REASONS:

This AD is prompted in order to prevent corrosion behind scuff plates at passenger/crew doors, emergency exits (A300) and bulk cargo doors and to prevent cracks on corroded areas which could reduce the fatigue life of the lower door surrounding structure.

Moreover this AD addresses cracks originating from the fastener holes of corner doublers, fail-safe rings and door frames which were revealed by structural fatigue tests.

Revision 1 of this AD gives details on the applicability list.

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COMPLIANCE:

The following measures are rendered mandatory:

A - In order to prevent corrosion behind scuff plates at passenger/crew doors, emergency exits (A300) and bulk cargo doors and to prevent cracks on corroded areas which could reduce the fatigue life of the lower door surrounding structure:

A.1) Perform a first inspection at threshold and following methods defined by SB's A300-53-204 Rev. 7 or A310-53-2030 Rev. 6 or A300-53-6011 Rev. 4. Depending on the inspection results, repair if necessary following the instructions of above SB's.

A.2) Repeat inspections at intervals and following methods defined by SB's A300-53-233 Rev. 2 or A310-53-2041 Rev. 2 or A300-53-6022 Rev. 1 which also define possible repairs to be carried out.

B - On fastener holes of corner doublers, fail-safe rings and door frames.

Perform a repetitive inspection following the methods, thresholds and intervals defined by SB's A300-53-227 Rev. 2 or A310-53-2037 Rev. 2 or A300-53-6018 Rev. 2 up to application of modifications in accordance with SB's A300-53-192 Rev. 8 or A310-53-2017 Rev. 8 or A300-53-6002 Rev. 5.

Note: The inspection in accordance with SB's A300-53-204 Rev. 7 or A310-53-2030 Rev. 6 or A300-53-6011 Rev. 4 is necessary before modification following SB's A300-53-192 Rev. 8 or A310-53-2017 Rev. 8 or A300-53-6002 Rev. 5.

REF.: AIRBUS INDUSTRIE Service Bulletins:

A300-53-204 R7	A310-53-2030 R6	A300-53-6011 R4
A300-53-233 R2	A310-53-2041 R2	A300-53-6022 R1
A300-53-227 R2	A310-53-2037 R2	A300-53-6018 R2
A300-53-192 R8	A310-53-2017 R8	A300-53-6002 R5

Any later approved revision of these SBs is acceptable.

This Revision 1 replaces AD 91-132-124(B) dated June 26, 1992.

EFFECTIVE DATES :

Original AD : JULY 06, 1991
Revision 1 : DECEMBER 09, 2000