



Airworthiness Directive

AD No.: 2016-0188

[Correction: 22 September 2016]

Issued: 21 September 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A330 and A340 aeroplanes

Effective Date: 05 October 2016

TCDS Number(s): EASA.A.004 and EASA.A.015

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2015-0192 dated 21 September 2015.

ATA 52 – Doors – Forward and Aft Cargo Doors – Inspection / Reinforcement

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN), except those that have embodied Airbus modification (mod) 202702 and mod 202790 in production, and

Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all MSN.

Reason:

Several cases of cracked forward (FWD) and aft (AFT) cargo door frames, as well as loose, lost, or sheared rivets, have been reported by operators. Investigation showed that these findings are due to the low margins with respect to fatigue requirements for the AFT/FWD cargo door internal structure. Further analysis determined that the cargo door hook adjustment is a contributing factor to this issue. In case of a cracked or ruptured (FWD or AFT) cargo door frame, the loads will be transferred to the remaining structural elements. However, the secondary load path is able to sustain those loads only for a limited number of flight cycles (FC).



This condition, if not detected and corrected, could lead to rupture of adjacent vertical frames and consequent reduced structural integrity of the FWD or AFT cargo door, possibly resulting in a cargo door failure, decompression of the aeroplane and injury to occupants.

To initially address this potential unsafe condition, Airbus issued Service Bulletin (SB) A330-52-3043 and SB A340-52-4053 and, consequently, DGAC France issued AD 2001-124(B) and AD 2001-126(B), requiring a special detailed inspection of A330 and A340 AFT cargo doors. Since those ADs were issued, prompted by new occurrences, Airbus issued Alert Operators Transmission (AOT) A330-52A3085, AOT A340-52A4092, AOT A330-52A3084, AOT A340-52A4091, AOT A330-A52L003-12, AOT 340-A52L004-12, AOT A330-A52L001-12 and AOT A340-A52L002-12, providing instructions to inspect the affected areas of both FWD and AFT cargo doors.

Consequently, EASA issued AD 2011-0007 (later revised), and AD 2012-0274, to require repetitive detailed visual inspections of AFT and FWD cargo doors at specific frames and outer skin at all frame fork ends. Since these EASA ADs were issued, Airbus published SB A330-52-3087, SB A330-52-3095, SB A340-52-4095, SB A340-52-4101, SB A340-52-5020 and SB A340-52-5023, which took over the instructions of the above mentioned AOTs, and introduced revised thresholds and intervals. In addition, the inspection program was expanded to A340-500/-600 aeroplanes. Taking into account experience from inspections accomplished in accordance with the applicable Airbus SBs at original issue (listed above), Airbus issued Revision 01 of these SBs.

Consequently, EASA issued AD 2015-0192, which superseded EASA AD 2011-0007R1 and EASA AD 2012-0274, to require for each FWD and AFT cargo door, a one-time inspection / adjustment of the hook gaps “U” and “V”, repetitive detailed inspections (DET) of all frame fork areas, frame head areas and outer skin areas to detect cracks or loose / sheared / missing fasteners, and, depending on findings, accomplishment of applicable corrective action(s). In addition, EASA AD 2015-0192 expanded the Applicability to Airbus A340-500/-600 aeroplanes.

Since EASA AD 2015-0192 was issued, Airbus published Revision 02 of the inspection SBs, introducing high-frequency eddy-current inspection method for the frame forks structure. Airbus also determined that the interval for these repetitive inspections could be increased. In addition, Airbus released some modifications (mod) introducing reinforcements to the cargo door structure improving the fatigue characteristics. These modifications and associated SBs constitute terminating action for the required repetitive inspections. Furthermore, Airbus also published other SBs, introducing cold working after oversizing of the fastener holes as a means for structural reinforcement. Accomplishment of these SBs allows postponement of the required Point of Embodiment (Structural Modification Point) for the structural reinforcement modification SBs which terminate the repetitive inspection requirement.

For the reasons described above, this AD partially retains the requirements of EASA AD 2015-0192, which is superseded, and requires for each FWD and AFT cargo door initial and repetitive special detailed inspections (SDI) of all frame fork areas and detailed inspections (DET) of frame head areas and outer skin areas, and a one-time inspection / adjustment of the hook gaps “U” and “V” and, depending on findings, the accomplishment of applicable corrective action(s). Additionally, this AD requires reinforcement of the cargo door frame structure, while accomplishment of a cold working modification allows to defer the reinforcement of the cargo door structure.



It should be noted that additional inspections exist for the cargo doors, as specified in Airbus A330 ALS Part 2 task 523211-02-01 and task 523211-02-02, and in Airbus A340 ALS Part 2 Task 523211-02-01.

This AD is re-published to correct typographical errors when referencing Airbus SB A340-52-4118.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, the affected cargo doors are pre-mod 202702 (FWD cargo door) and pre-mod 202790 (AFT cargo door) and are listed by Part Number (P/N) in the applicable inspection SB. For post-mod doors, which are not affected by this AD, the P/N are identified as F52370900XXX (FWD cargo door) and F52372315XXX (AFT cargo door), where 'XXX' can be a combination of any three numerical digits.

FWD Cargo Doors (see Note 1 of this AD):

- (1) Before exceeding 5 300 FC since first installation of the FWD cargo door on an aeroplane, or within the compliance time specified in Appendix 1 of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 1 400 FC, inspect all frame forks areas, frame head areas and outer skin areas of each affected FWD cargo door, depending on inspection area, in accordance with the instructions of Revision 02 of Airbus SB A330-52-3087, or SB A340-52-4095, or SB A340-52-5020, as applicable to aeroplane type and model.

Concurrently with the first inspection as required by this paragraph, accomplish a one-time inspection of the hook gaps "U" and "V" of each affected FWD cargo door and, depending on findings, adjust the hook(s) in accordance with the instructions of Revision 02 of Airbus SB A330-52-3087, or SB A340-52-4095, or SB A340-52-5020, as applicable to aeroplane type and model.

- (2) Inspection of an aeroplane, accomplished before the effective date of this AD, in accordance with the instructions of the original issue of Airbus SB A330-52-3087, or SB A340-52-4095, or SB A340-52-5020, as applicable, is acceptable to comply with the initial inspection as required by paragraph (1) of this AD for that aeroplane, provided that the actions identified as "additional work" in accordance with the instructions of Revision 01 of Airbus SB A330-52-3087, or SB A340-52-4095, or SB A340-52-5020, as applicable, are accomplished within 1 100 FC after that inspection, and provided the next inspection of all frame fork areas, frame head areas and outer skin area of each affected FWD cargo door, depending on inspection area, is accomplished within 1 100 FC after that inspection in accordance with the instructions of Revision 02 of Airbus SB A330-52-3087, or SB A340-52-4095, or SB A340-52-5020, as applicable.
- (3) Inspection of an aeroplane, accomplished before the effective date of this AD, in accordance with the instructions of revision 01 of Airbus SB A330-52-3087, or SB A340-52-4095, or SB A340-52-5020, as applicable, is acceptable to comply with the initial inspection as required by paragraph (1) of this AD for that aeroplane, provided the next inspection of all frame fork areas, frame head areas and outer skin area of each affected FWD cargo door, depending on inspection area, is accomplished within 1 100 FC after that inspection in accordance with the



instructions of Revision 02 of Airbus SBs A330-52-3087, or SB A340-52-4095, or SB A340-52-5020, as applicable.

- (4) Before exceeding 18 500 FC since first installation of the FWD cargo door on an aeroplane, or within 12 months after the effective date of this AD, whichever occurs later, accomplish reinforcement modifications on the frame structure of each affected FWD cargo door in accordance with the instructions of Airbus SB A330-52-3105, or SB A330-52-3110, or SB A330-52-3111, or SB A340-52-4108, or SB A340-52-4113, or SB A340-52-4114, as applicable.
- (5) Accomplishment of the reinforcement modifications, as required by paragraph (4) of this AD, may be deferred (see paragraph (6) of this AD) provided that, before exceeding 18 500 FC since first installation of the FWD cargo door on an aeroplane, or within 12 months after the effective date of this AD, whichever occurs later, but not earlier than the values specified in Airbus SB A330-52-3116, or SB A330-52-3117, or SB A330-52-3118, or SB A340-52-4119, or SB A340-52-4120, or SB A340-52-4121, as applicable, cold working is accomplished on the frame structure of each affected FWD cargo door in accordance with the instructions of Airbus SB A330-52-3116, or SB A330-52-3117, or SB A330-52-3118, or SB A340-52-4119, or SB A340-52-4120, or SB A340-52-4121, as applicable.
- (6) Within 18 500 FC after application of cold working on an aeroplane (see paragraph (5) of this AD), accomplish reinforcement modifications on the frame structure of each affected FWD cargo door of that aeroplane in accordance with the instructions of Airbus SB A330-52-3105, or SB A330-52-3110, or SB A330-52-3111, or SB A340-52-4108, or SB A340-52-4113, or SB A340-52-4114, as applicable.

Note 2: With application of cold working, a new aeroplane configuration will be established by Airbus. At the time of issuance of this AD, the original issues of Airbus SB A330-52-3105, SB A330-52-3110, SB A330-52-3111, SB A340-52-4108, SB A340-52-4113, and SB A340-52-4114, as applicable, do not yet contain any instructions to accomplish reinforcement modifications for aeroplanes on which the cold working on the cargo door frame structure is accomplished. These SBs will be revised to provide these instructions.

- (7) Modification of an aeroplane by reinforcement of the cargo door frame structure, as required by paragraph (4) or (6) of this AD, as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.
- (8) Modification of an aeroplane by accomplishment of the cold working, as specified in paragraph (5) of this AD, does not constitute terminating solution for the repetitive inspection as required by paragraph (1) of this AD for that aeroplane.

AFT Cargo Doors (see Note 1 of this AD):

- (9) Before exceeding 4 000 FC for pre-mod aeroplanes, or 12 000 FC for post-mod aeroplanes (see Note 3 of this AD) since first installation of the AFT cargo door on an aeroplane, as applicable, or within the compliance time specified in Appendix 2 or Appendix 3 of this AD, as applicable, whichever occurs later, and, thereafter, at intervals not to exceed 1 400 FC, accomplish the inspections of all frame fork areas, frame head areas and outer skin area of each affected AFT cargo door, depending on inspection area, in accordance with the



instructions of Revision 02 of Airbus SB A330-52-3095, or SB A340-52-4101, or SB A340-52-5023, as applicable to aeroplane type and model.

Concurrently with the first inspection as required by this paragraph, accomplish a one-time inspection of the hook gaps “U” and “V” of each affected AFT cargo door and, depending on findings, adjust the hook(s) in accordance with the instructions of Revision 02 of Airbus SB A330-52-3095, or SB A340-52-4101, or SB A340-52-5023, as applicable to aeroplane type and model.

Note 3: For the purpose of this AD, pre-mod A330 and A340-200/-300 aeroplanes are defined as not having Airbus mod 44852, or mod 44854 applied in production, or being in pre-SB A330-52-3044 or pre-SB A340-52-4054 configuration, as applicable. Post-mod A330 and A340-200/-300 aeroplanes are defined as having Airbus mod 44852 or mod 44854 applied in production, or modified in service through Airbus SB A330-52-3044, or SB A340-52-4054, as applicable. In addition, for all A340-500/-600 aeroplanes, Appendix 3 of this AD applies.

- (10) Inspection of an aeroplane, accomplished before the effective date of this AD, in accordance with the instructions of the original issue of Airbus SB A330-52-3095, or SB A340-52-4101, or SB A340-52-5023, as applicable, is acceptable to comply with the initial inspection as required by paragraph (9) of this AD for that aeroplane, provided that the actions identified as “additional work” in accordance with the instructions of Revision 01 of Airbus SB A330-52-3095, or SB A340-52-4101, or SB A340-52-5023, as applicable to aeroplane type and model, are accomplished within 550 FC after that inspection, and provided the next inspection of all frame fork areas, frame head areas and outer skin area of each affected AFT cargo door, depending on inspection area, is accomplished within 550 FC after that inspection in accordance with the instructions of Revision 02 of Airbus SB A330-52-3095, or SB A340-52-4101, or SB A340-52-5023 as applicable.
- (11) Inspection of an aeroplane, accomplished before the effective date of this AD, in accordance with the instructions of Revision 01 of Airbus SB A330-52-3095, or SB A340-52-4101, or SB A340-52-5023, as applicable, is acceptable to comply with the initial inspection as required by paragraph (9) of this AD for that aeroplane, provided the next inspection of all frame fork areas, frame head areas and outer skin area of each affected AFT cargo door, depending on inspection area, is accomplished within 550 FC after that inspection in accordance with the instructions of Revision 02 of Airbus SBs A330-52-3095, or SB A340-52-4101, or SB A340-52-5023, as applicable.

Note 4: Paragraphs (12), (13) and (14) of this AD are not applicable to post-mod A330, post-mod A340-200/-300, and A340-500/-600 aeroplanes, because the computed point of embodiment of the modification for the reinforcement of the cargo door structure is beyond the Design Service Goal or the Extended Service Goal for these aeroplanes, as applicable.

Modification of pre-mod aeroplanes (see Notes 3 and 4 of this AD):

- (12) Before exceeding 18 500 FC since first installation of the AFT cargo door on an aeroplane, or within 12 months after the effective date of this AD, whichever occurs later, accomplish reinforcement modifications in accordance with the instructions of the original issue of Airbus



SB A330-52-3106, or SB A330-52-3112, or SB A330-52-3113, or SB A330-52-3114, or SB A340-52-4109, or SB A340-52-4115, as applicable.

- (13) Accomplishment of the reinforcement modifications, as required by paragraph (12) of this AD, may be deferred if, before exceeding 18 500 FC since first installation of the AFT cargo door on an aeroplane, or within 12 months after the effective date of this AD, whichever occurs later, but not earlier than the values specified in Airbus SB A330-52-3115, or SB A340-52-4118, as applicable, cold working is accomplished at the cargo door frame structure in accordance with the instructions of Airbus SB A330-52-3115, or SB A340-52-4118, as applicable.
- (14) For an aeroplane on which the cold working on the cargo door frame structure is accomplished, as specified in paragraph (13) of this AD, within 18 500 FC after application of cold working, accomplish reinforcement modifications in accordance with the instructions of Airbus SB A330-52-3106, or SB A330-52-3112, or SB A330-52-3113, or SB A330-52-3114, or SB A340-52-4109, or SB A340-52-4115, as applicable.

Note 5: With application of cold working, a new aeroplane configuration will be established by Airbus. At the time of issuance of this AD, the original issues of Airbus SB A330-52-3106, SB A330-52-3112, SB A330-52-3113, SB A330-52-3114, SB A340-52-4109, and SB A340-52-4115, as applicable, do not yet contain any instructions to accomplish the reinforcement modifications for aeroplanes on which the cold working on the cargo door frame structure is accomplished. These SBs will be revised to provide these instructions.

- (15) Modification of an aeroplane by reinforcement of the cargo door frame structure, as required by paragraph (12) or (14) of this AD, as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (9) of this AD for that aeroplane.
- (16) Modification of an aeroplane by accomplishment of the cold working, as specified in paragraph (13) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (9) of this AD for that aeroplane.

Optional Modification of post-mod aeroplanes (see Note 3 of this AD):

- (17) Modification of an aeroplane by reinforcement of the cargo door frame structure, in accordance with the instructions of Airbus SB A330-52-3106, or SB A330-52-3112, or SB A330-52-3113, or SB A330-52-3114, or SB A340-52-4109, or SB A340-52-4115, as applicable, constitutes optional terminating action for the repetitive inspections as required by paragraph (9) of this AD for that aeroplane.

Corrective Actions for FWD and AFT Cargo Doors:

- (18) If, during any inspection as required by paragraph (1) or (9) of this AD, as applicable, any discrepancy is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Revision 02 of Airbus SBs A330-52-3087, or SB A340-52-4095, or SB A340-52-5020, or SB A330-52-3095, or SB A340-52-4101, or SB A340-52-5023, as applicable to aeroplane type and model.



- (19) Accomplishment of corrective actions on an aeroplane as required by paragraph (18) of this AD does not constitute terminating action for the repetitive inspections as required by this AD for that aeroplane.

Ref. Publications:

Airbus AOT A330-52A3084 original issue dated 19 December 2010.
 Airbus AOT A330-52A3085 original issue dated 20 December 2010.
 Airbus AOT A330-A52L001-12 original issue dated 20 December 2010.
 Airbus AOT A330-A52L003-12 original issue dated 03 December 2012.
 Airbus AOT A340-52A4091 original issue dated 20 December 2010.
 Airbus AOT A340-52A4092 original issue dated 20 December 2010.
 Airbus AOT A340-A52L002-12 original issue dated 03 December 2012.
 Airbus AOT A340-A52L004-12 original issue dated 03 December 2012.

Inspection SBs

Airbus SB A330-52-3087 original issue dated 29 August 2013, or Revision 01 dated 09 July 2014, or Revision 02 dated 18 February 2016.
 Airbus SB A330-52-3095 original issue dated 29 August 2013, or Revision 01 dated 28 July 2014, or Revision 02 dated 19 February 2016.
 Airbus SB A340-52-4095 original issue dated 29 August 2013, or Revision 01 dated 09 July 2014, or Revision 02 dated 29 November 2015.
 Airbus SB A340-52-4101 original issue dated 29 August 2013, or Revision 01 dated 03 October 2014, or Revision 02 dated 27 November 2015.
 Airbus SB A340-52-5020 original issue dated 29 August 2013, or Revision 01 dated 09 July 2014, or Revision 02 dated 27 November 2015.
 Airbus SB A340-52-5023 original issue dated 29 August 2013, or Revision 01 dated 28 July 2014, or Revision 02 dated 27 November 2015.

Modification SBs terminating Inspections

Airbus SB A330-52-3105 original issue dated 24 February 2016.
 Airbus SB A330-52-3106 original issue dated 24 February 2016.
 Airbus SB A330-52-3110 original issue dated 15 February 2016.
 Airbus SB A330-52-3111 original issue dated 15 February 2016.
 Airbus SB A330-52-3112 original issue dated 24 February 2016.
 Airbus SB A330-52-3113 original issue dated 15 February 2016.
 Airbus SB A330-52-3114 original issue dated 15 February 2016.
 Airbus SB A340-52-4108 original issue dated 15 February 2016.
 Airbus SB A340-52-4109 original issue dated 25 February 2016.
 Airbus SB A340-52-4113 original issue dated 15 February 2016.
 Airbus SB A340-52-4114 original issue dated 15 February 2016.
 Airbus SB A340-52-4115 original issue dated 19 February 2016.

Modification SBs containing Cold Working

Airbus SB A330-52-3115 original issue dated 20 April 2016.
 Airbus SB A330-52-3116 original issue dated 20 April 2016.
 Airbus SB A330-52-3117 original issue dated 20 April 2016.
 Airbus SB A330-52-3118 original issue dated 20 April 2016.



Airbus SB A340-52-4118 original issue dated 20 April 2016.
Airbus SB A340-52-4119 original issue dated 20 April 2016.
Airbus SB A340-52-4120 original issue dated 20 April 2016.
Airbus SB A340-52-4121 original issue dated 20 April 2016.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 18 July 2016 as PAD 16-107 for consultation until 15 August 2016. The Comment Response Document can be found at <http://ad.easa.europa.eu>.
3. Enquiries regarding this AD should be referred to the Safety Information 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 – Airworthiness Office – EIAL, E-mail: airworthiness.A330-A340@airbus.com.

Note 6: For the purpose of Appendix 1, 2 and 3 of this AD, as soon as a cargo door is inspected with any applicable SB specified in this AD, the previous inspections accomplished in accordance with any AOT can be disregarded for the determination of the compliance time for the initial inspection required by this AD.



Appendix 1 – FWD Cargo Door Inspection

Aeroplane Condition (on the effective date of this AD)	Compliance Time (see Note 6 of this AD)
Never inspected	Within 1 100 FC after the effective date of this AD, but without exceeding 6 400 FC since first installation of the FWD cargo door on an aeroplane
Inspected only in accordance with Airbus AOT A330-52A3085 or AOT A340-52A4092, as applicable	Within 1 100 FC after the last inspection, but without exceeding 10 600 FC since first installation of the FWD cargo door on an aeroplane
Inspected in accordance with Airbus AOT A330-52A3085 and in accordance with AOT A330-A52L003-12, and the last inspection was accomplished in accordance with A330-A52L003-12	Within 1 100 FC after the last inspection in accordance with AOT A330-52A3085
Inspected in accordance with Airbus AOT A330-52A3085 and in accordance with AOT A330-A52L003-12, and the last inspection was accomplished in accordance with AOT A330-52A3085	Within 1 100 FC after the last inspection in accordance with AOT A330-A52L003-12
Inspected in accordance with Airbus AOT A340-52A4092 and in accordance with AOT A340-A52L004-12, and the last inspection was accomplished in accordance with AOT A340-A52L004-12	Within 1 100 FC after the last inspection in accordance with AOT A340-52A4092
Inspected in accordance with Airbus AOT A340-52A4092 and in accordance with AOT A340-A52L004-12, and the last inspection was accomplished in accordance with AOT A340-52A4092	Within 1 100 FC after the last inspection in accordance with AOT A340-A52L004-12
Inspected in accordance with original issue of Airbus SB A330-52-3087, or SB A340-52-4095, or SB A340-52-5020, as applicable	See paragraph (2) of this AD
Inspected in accordance with Revision 01 of Airbus SB A330-52-3087, or SB A340-52-4095, or SB A340-52-5020, as applicable	See paragraph (3) of this AD
Inspected in accordance with Revision 02 of Airbus SB A330-52-3087, or SB A340-52-4095, or SB A340-52-5020, as applicable	See paragraph (1) of this AD



Appendix 2 – AFT Cargo Door Inspection for pre-mod Aeroplanes (see Note 3 of this AD)

Aeroplane Condition (on the effective date of this AD)	Compliance Time (see Note 6 of this AD)
Never inspected	Within 550 FC after the effective date of this AD, but without exceeding 4 550 FC since first installation of the AFT cargo door on an aeroplane
Inspected only in accordance with Airbus AOT A330-52A3084, or AOT A340-52A4091, as applicable	Within 550 FC after the last inspection, but without exceeding 15 800 FC since first installation of the AFT cargo door on an aeroplane
Inspected in accordance with Airbus AOT A330-52A3084 and in accordance with AOT A330-A52L001-12, and the last inspection was accomplished in accordance with AOT A330-A52L001-12	Within 550 FC after the last inspection in accordance with AOT A330-52A3084
Inspected in accordance with Airbus AOT A330-52A3084 and in accordance with AOT A330-A52L001-12 and, the last inspection was accomplished in accordance with AOT A330-52A3084	Within 550 FC after the last inspection in accordance with AOT A330-A52L001-12
Inspected in accordance with Airbus AOT A340-52A4091 and in accordance with AOT A340-A52L002-12, and the last inspection was accomplished in accordance with AOT A340-A52L002-12	Within 550 FC after the last inspection in accordance with AOT A340-52A4091
Inspected in accordance with Airbus AOT A340-52A4091 and in accordance with AOT A340-A52L002-12, and the last inspection was accomplished in accordance with AOT A340-52A4091	Within 550 FC after the last inspection in accordance with AOT A340-A52L002-12
Inspected in accordance with original issue of Airbus SB A330-52-3095, or SB A340-52-4101, as applicable	See paragraph (10) of this AD
Inspected in accordance with Revision 01 of Airbus SB A330-52-3095, or SB A340-52-4101, as applicable	See paragraph (11) of this AD
Inspected in accordance with Revision 02 of Airbus SB A330-52-3095, or SB A340-52-4101, as applicable	See paragraph (9) of this AD



Appendix 3 – AFT Cargo Door Inspection for post-mod Aeroplanes (see Note 3 of this AD)
and for A340-500/-600 Aeroplanes

Aeroplane Condition (on the effective date of this AD)	Compliance Time (see Note 6 of this AD)
Never inspected	Within 550 FC after the effective date of this AD, but without exceeding 12 550 FC since first installation of the AFT cargo door on an aeroplane
Inspected in accordance with original issue of Airbus SB A330-52-3095 or SB A340-52-4101, or SB A340-5023, as applicable	See paragraph (10) of this AD
Inspected in accordance with Revision 01 of Airbus SB A330-52-3095, or SB A340-52-4101, or SB A340-5023, as applicable	See paragraph (11) of this AD
Inspected in accordance with Revision 02 of Airbus SB A330-52-3095, or SB A340-52-4101, or SB A340-5023, as applicable	See paragraph (9) of this AD

