



Airworthiness Directive

AD No.: 2016-0241

Issued: 06 December 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):

A300-600 and A310 aeroplanes

Effective Date: 20 December 2016

TCDS Number: EASA.A.172

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Aft Cargo Door Lower Torsion Box Area – Inspection / Repair

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A310 and A300-600 aeroplanes, all manufacturer serial numbers, except those on which Airbus modifications (mod) 5438 was embodied in production.

Reason:

Cracks were found on in-service aeroplane post mod 5438 in the door sill area, from frame (FR) 60 to FR63, including the sill beam flag, lock fitting, door sill web and torsion door panel. Two previous cases with less crack extent were also reported.

This condition, if not detected and corrected, could lead to reduced structural integrity of the aeroplane.

To address this unsafe condition, Airbus published Inspection Service Bulletin (SB) A310-53-2139 and SB A300-53-6179 to provide inspection instructions for the affected areas. Airbus published also Airbus SB A310-53-2141 and SB A300-53-6181 to provide modification instructions.



Further analysis showed that aeroplanes pre-mod 5438, for which one or several lock fittings have been replaced by post mod 10319 lock fittings, could also be affected. Airbus published SB A310-53-2143 and SB A300-53-6185 to provide inspection instructions.

For the reason described above, this AD requires repetitive Special Detailed Inspections (SDI) of the aft cargo door lower torsion box area and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

- (1) Within the compliance time as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 15 100 flight cycles (FC), accomplish a SDI of the door sill area, including the sill beam flag, lock fitting, door sill web and torsion door panel, in accordance with the instructions of Airbus SB A310-53-2143, or SB A300-53-6185, as applicable.

Table 1 – Initial Inspection

Aeroplane Configuration	Compliance Time
Repaired (date known), post-mod 10319 lock fittings installed per Airbus Structural Repair Manual (SRM) Task 51 72 00	Before exceeding 25 800 FC since lock fitting replacement.
Repaired (no record, date unknown), post-mod 10319 lock fittings installed per Airbus SRM Task 51 72 00	Before exceeding 25 800 FC from 01 November 1996
Non-repaired aircraft, or aircraft repaired with pre-mod 10319 lock fittings per Airbus SRM Task 51 72 00	No inspection required

- (2) If, during any SDI as required by paragraph (1) of this AD, any crack is found, before next flight, contact Airbus to obtain specific approved repair instructions and accomplish those instructions accordingly.
- (3) Repair of an aeroplane as required by paragraph (2) of this AD constitutes terminating action for the repetitive SDI required by paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Airbus SB A310-53-2143 at original issue dated 11 February 2016.

Airbus SB A300-53-6185 at original issue dated 11 February 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 22 July 2016 as PAD 16-109 for consultation until 19 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 EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – EIAW (Airworthiness Office),
E-mail: continued.airworthiness-wb.external@airbus.com.

