



Airworthiness Directive

AD No.: 2022-0048

Issued: 18 March 2022

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A300-600 aeroplanes

Effective Date: 01 April 2022

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: None

ATA 52 – Doors – Forward Cargo Door / Frame Fork Fastener Holes – Modification

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A300 F4-605R and A300 F4-622R aeroplanes, all manufacturer serial numbers on which Airbus modification 12133 has been embodied in production.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: Airbus Service Bulletin (SB) SB A300-52-6087.

The affected area: Forward cargo door compartment between frame (FR) 21 to FR 25 forks.

Airbus date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

Reason:

Within the scope of widespread fatigue damage (WFD) evaluations on A300-600 aeroplanes, it has been determined that the affected area, as defined in this AD, is susceptible to WFD. A structural



modification is required to allow the aeroplanes to continue operation up to the limit of validity, which is defined in the A300-600 Airworthiness Limitations Section Part 2.

This condition, if not corrected, may affect the structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB, as defined in this AD, to provide instructions for reinforcement of fastener holes and replacement of fasteners.

For the reasons described above, this AD requires modification of the affected area within a specific timeframe (window of embodiment).

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

Required as indicated, unless accomplished previously:

Modification:

Before exceeding the Upper Limit / Structural Modification Point (SMP) as defined in Table 1 of this AD, but not before reaching the Lower Limit as defined in Table 1 of this AD, modify the aeroplane by reinforcing the fastener holes through cold working and by replacing all the fasteners in the affected area in accordance with the instructions of the SB.

Table 1 – Window of Embodiment

Lower Limit	Upper Limit / SMP
11 400 flight cycles (FC) since Airbus date of manufacture	21 400 FC since Airbus date of manufacture

Ref. Publications:

Airbus SB A300-52-6087 original issue dated 15 June 2021.

The use of later approved revisions of the above-mentioned document 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 04 February 2022 as PAD 22-011 for consultation until 04 March 2022. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be



installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – IIAW (Airworthiness Office),
E-mail: continued.airworthiness-wb.external@airbus.com.

