European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2024-0092

Issued: 19 April 2024

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 S.A.S.

Type/Model designation(s):

A300, A300-600, and A310 aeroplanes

Effective Date: 26 April 2024

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: None

ATA 52 – Doors – Main Deck Cargo Door Actuator Bearing Fittings – Inspection

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Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A300, A300-600 and A310 aeroplanes, all manufacturer serial numbers (MSN), manufactured in freighter model configuration; or modified in accordance with EASA Supplemental Type Certificate (STC) 10014779 (any revision), or EASA STC 10013945 (any revision), or EASA STC 10013960 (any revision), all MSN.

Definitions:

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

Affected part: Main Deck Cargo Door (MDCD) actuator bearing fitting.

Serviceable part: MDCD actuator bearing fitting which is new (never installed on any aeroplane).

The AOT: Airbus Alert Operators Transmission (AOT) A52W016-24.

Reason:

Cracks were found on MDCD actuator fitting of an aeroplane during maintenance operation. Further investigations identified fatigue as the root cause of the cracking and that there is no unsafe condition during flight when the cargo door is fully closed, latched, and locked.

This condition, if not detected and corrected, could lead to MDCD undamped free fall from open position during MDCD operations or during cargo loading/off-loading, resulting in injury to people on the ground.

To address this potential unsafe condition, Airbus published the AOT, providing inspection instructions of the affected parts.

For the reason described above, this AD introduces an operational limitation to MDCD operations, requires repetitive detailed visual inspection (DET) of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

This AD is considered to be an interim action and further AD action may follow.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Operational Limitations:

(1) For aeroplanes having an affected part installed that has exceeded 13 000 flight cycles (FC) since first installation on an aeroplane:
From the effective date of this AD, do not operate the MDCD door with opening angle exceeding 70 degrees.

Inspection(s):

(2) Before exceeding 13 000 FC accumulated by the affected part since first installation on an aeroplane or within 330 FC after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 640 FC, accomplish a DET of each affected part in accordance with the instructions of the AOT.

Corrective Action(s):

(3) If, during any DET as required by paragraph (2) of this AD, any crack is detected on any affected part, before next flight, replace both affected parts by serviceable parts in accordance with the instructions of the AOT.

Terminating Action:

(4) Replacement of both affected parts on an aeroplane, as required by paragraph (3) of this AD, does not constitute terminating action for the repetitive inspections of that affected parts as required by paragraph (2) of this AD for that aeroplane.

Ref. Publications:
Airbus AOT A52W016-24 original issue dated 18 March 2024.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 17 May 2024. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a compressed ('zipped') file, attached to the record for this AD.3.

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 – 1IALW (Airworthiness Office)
E-mail: continued.airworthiness-wb.external@airbus.com.