



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 16-039

Issued: 16 March 2016

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A300, A300-600 and A310 aeroplanes

Effective Date: [TBO – standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: None

ATA 52 – Doors – Forward Passenger Door / Frame Inner Flanges – Inspection / Repair

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

A300, A300-600 and A310 aeroplanes, all certified models, all manufacturer serial numbers (MSN).

Note: This AD applies to all A300, A310 and A300-600 aeroplanes as an affected forward passenger door could have been removed and installed in service on any MSN.

Reason:

In the frame of the "Ageing Aeroplane Safety Rule Project", a review of the A300, A300-600 and A310 Structural Repair Manuals was performed against Fatigue and Damage Tolerance criteria to satisfy the ageing aeroplane regulation.



As a result of this review, some repairs concerning the forward passenger door flanges were identified as no longer applicable and had to be de-activated. Those repairs may however have been accomplished on some aeroplanes passenger door flanges prior to de-activation of the repair. This condition, if not detected and corrected, could reduce the structural integrity of the aeroplane. To address this potential unsafe condition, Airbus issued Service Bulletin (SB) A300-52-0180, SB A300-52-6084 and SB A310-52-2076 to provide inspection instructions.

For the reasons described above, this AD requires identification of the forward passenger door part number (P/N) and a one-time Detailed Inspection (DET) of the forward passenger door frame segments inner flanges for SRM repair embodied and, depending on the results from the identification and inspection, accomplishment of corrective action(s).

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

Required as indicated, unless accomplished previously:

- (1) Within 36 months after the effective date of this AD, or before exceeding the aeroplane Design Service Goal as listed in Table 1 of this AD, as applicable, whichever occurs later, identify the forward passenger door P/N on both left-hand and right-hand sides, in accordance with the instructions of Airbus SB A300-52-0180, or SB A300-52-6084, or SB A310-52-2076, as applicable.

Table 1 - Design Service Goal

Aeroplane Model / Series	Design Service Goal (Flight Cycles (FC) or Flight Hours (FH))
A300 B2-100, B2-200, B2-320	48 000 FC
A300 B4-100	40 000 FC
A300 B4-200, C4-203, F4-203	34 000 FC
A300 B4-600, C4-620, B4-600R, F4-600R, C4-600R	30 000 FC or 67 500 FH, whichever occurs first
A310-200	40 000 FC or 60 000 FH, whichever occurs first
A310-300	35 000 FC or 60 000 FH, whichever occurs first

- (2) If, during the identification as required by paragraph (1) of this AD, it is determined that the forward passenger door is **not** P/N A521-71851-000 or P/N A521-71851-001, within 30 days, report to Airbus NIL finding. No further action is required for such aeroplanes.
- (3) If, during the identification as required by paragraph (1) of this AD, it is determined that a forward passenger door P/N A521-71851-000 or P/N A521-71851-001 is installed, before next flight, accomplish a DET of all frame segments inner flanges of that forward passenger door, looking for installed repairs, in accordance with the instructions of Airbus SB A300-52-0180, or SB A300-52-6084, or SB A310-52-2076, as applicable.



- (4) For A300, before next flight after the DET as required by paragraph (3) of this AD, report the DET results to Airbus to obtain further approved instructions and, within the compliance time stated therein, accomplish those instructions accordingly.
- (5) For A310 and A300-600, if during the DET as required by paragraph (3) of this AD, it is determined that the repair principle A310 SRM 52-10-00 PB 201 Fig.209 or A-300-600 SRM 52-10-00 PB 201 Fig.206, as applicable, is **not** embodied on any inner flange, within 30 days, report to Airbus NIL finding. No further action is required for such aeroplanes.
- (6) For A310 and A300-600, if during the DET as required by paragraph (3) of this AD, it is determined that the repair principle A310 SRM 52-10-00 PB 201 Fig.209 or A-300-600 SRM 52-10-00 PB 201 Fig.206, as applicable, is embodied on at least one inner flange, before next flight, report the DET results to Airbus for to obtain further approved instructions and, within the compliance time stated therein, accomplish those instructions accordingly.
- (7) From the effective date of this AD, replacement of a forward passenger door on an aeroplane is allowed, provided the replacement door has passed an inspection in accordance with the instructions of Airbus SB A300-52-0180, or SB A300-52-6084, or SB A310-52-2076, as applicable.

Ref. Publications:

Airbus SB A300-52-0180 Revision 01 dated 14 October 2014.

Airbus SB A300-52-6084 Revision 01 dated 16 October 2014.

Airbus SB A310-52-2076 Revision 01 dated 14 October 2014.

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

Remarks:

1. This Proposed AD will be closed for consultation on 13 April 2016.
2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – EIAW (Airworthiness Office) E-mail: continued.airworthiness-wb.external@airbus.com.

