



Airworthiness Directive

AD No.: 2016-0079

Issued: 21 April 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, A300-600 and A310 aeroplanes

Effective Date: 05 May 2016

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 (SRM) 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As a result of this review, some repairs concerning the forward passenger door flanges were identified as no longer applicable and had to be de-activated.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 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
- 2. This AD was posted on 16 March 2016 as PAD 16-039 for consultation until on 13 April 2016. No comments were received during the consultation period.
- 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 – EIAW (Airworthiness Office) E-mail: continued.airworthiness-wb.external@airbus.com.

