



# Notification of a proposal to issue an Airworthiness Directive

**PAD No.: 16-116**

**Issued: 02 August 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):**

A300-600 and A310 aeroplanes

**Effective Date:** TBD [standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.A.172

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 53 – Fuselage – Forward Cargo Door Structure – Modification

### Manufacturer(s):

Airbus (formerly Airbus Industrie)

### Applicability:

Airbus A300B4-603, A300B4-605R, A300B4-622, A300B4-622R, A300C4-605R variant F, A300C4-620, A300F4-605R, A300F4-622R, A310-203, A310-221, A310-222, A310-304, A310-308, A310-322, A310-324 and A310-325 aeroplanes, all manufacturer serial numbers.

### Reason:

In the frame of the Widespread Fatigue Damage (WFD) analysis, some structural areas were identified as requiring embodiment of a structural modification.

This condition, if not corrected, could reduce the fuselage structural integrity.

To address this unsafe condition, Airbus issued Service Bulletin (SB) A310-53-2145 and SB A300-53-6187 to provide instructions for structural reinforcement of the fuselage frames (FR) between FR20 Right Hand side (RH) and FR25 RH and the frame couplings between stringer (STGR)



20 RH and STGR23 RH, hereafter collectively referred to as 'the affected fuselage structure' in this AD.

For the reason described above, this AD requires accomplishment of a one-time special detailed inspection (SDI) of the fastener and tooling holes, and modification of the affected fuselage structure.

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

Required as indicated, unless accomplished previously:

- (1) Before exceeding 42 500 flight cycles since the aeroplane first flight, accomplish a SDI of the fastener and tooling holes in accordance with the instructions of Airbus SB A310-53-2145, or SB A300-53-6187, as applicable.
- (2) If, during the SDI as required by paragraph (1) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly, and concurrently, unless those repair instructions specify otherwise, modify the affected structure in accordance with the instructions of Airbus SB A310-53-2145, or SB A300-53-6187, as applicable.
- (3) If, during the SDI as required by paragraph (1) of this AD, no crack is found, before next flight, modify the affected fuselage structure in accordance with the instructions of Airbus SB A310-53-2145, or SB A300-53-6187, as applicable.

**Ref. Publications:**

Airbus SB A310-53-2145 original issue dated 31 May 2016.

Airbus SB A300-53-6187 original issue dated 31 May 2016.

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 30 August 2016.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:continued.airworthiness-wb.external@airbus.com).

