



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-011

Issued: 04 February 2022

Note: This Proposed Airworthiness Directive (PAD) 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.

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 aeroplanes

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

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:

- (1) 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. This Proposed AD will be closed for consultation on 04 March 2022.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.

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

