

Airworthiness Directive

AD No.: 2022-0078

Issued: 04 May 2022

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

Type/Model designation(s):

A300-600 and A310 aeroplanes

Effective Date: 18 May 2022

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2014-0202R1 dated 19 September 2014.

ATA 53 – Fuselage – Door Frames Holes – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A300 B4-603, A300 B4-605R, A300 B4-622, A300 B4-622R and A310-203, A310-222, A310-304, A310-308, A310-322, A310-324 and A310-325 aeroplanes, all manufacturer serial numbers (MSN).

Definitions:

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

The SB: Airbus Service Bulletin (SB) A300-53-6175 Revision 01 or SB A310-53-2138 Revision 01, as applicable.

Affected areas: Rivet heads of the seal retainer run out holes at frame (FR) 56A, FR 57A and FR 73A left-hand (LH) and right-hand (RH) side on A300-600 aeroplanes; and FR 73A LH and RH side on A310 aeroplanes, as applicable.

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.

Groups:

Group 1 are Airbus A300-600 and A310 aeroplanes that have Airbus modification (mod) 06924 embodied, except MSN 464, 477, 479, 481, 482, 483, 484 and 488.

Group 2 are all A300-600 and A310 aeroplanes, all MSN, that are not a Group 1 aeroplane.

Reason:

During the preparation phase for conversion of an A300-600 aeroplane from passenger to freighter configuration, a crack was detected on door FR 73A, between stringer (STRG) 24 and STRG 25.

DGAC France had previously issued AD 1999-013-276R1 to require inspections at FR 73A in accordance with the instructions of Airbus SB A310-53-2107 or A300-53-6116, as applicable. The new crack was however found in an area not covered by the existing mandated inspections. Further investigations had also identified that, on A300-600 aeroplanes, the areas at FR 56A and FR 57A have the same design and material as FR 73A. Consequently, Airbus published SB A310-53-2138 and SB A300-53-6175, both at original issue, and EASA issued AD 2014-0202 to require repetitive High Frequency Eddy Current (HFEC) inspections of the affected areas, as defined in this AD, and, depending on findings, accomplishment of applicable corrective actions. That AD was later revised to limit the applicability to aeroplanes in post-mod 06924 configuration (DGAC France AD 1999-013-276R1 remained in place).

Since AD 2014-0202R1 was issued, further investigations conducted by the manufacturer revealed that the identified potential unsafe condition may also develop on all Airbus A310 and A300-600 aeroplanes, also the aeroplanes in pre-mod 06924 configuration. Consequently, Airbus published the SB, as defined in this AD, mainly to expand the applicability.

For the reasons described above, this AD retains the requirements of EASA AD 2014-0202R1, which is superseded, and requires inspections of the affected areas and, depending on findings, accomplishment of applicable corrective actions also for Group 2 aeroplanes, as defined in this AD.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within the compliance time as defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 7 500 flight cycles (FC), accomplish an HFEC inspection of the affected areas in accordance with the instructions of the SB, as applicable.



Table 1 – Compliance Time for Inspection

Group	Compliance Time (whichever occurs later, A or B)	
1	A	Before exceeding 32 000 FC since Airbus date of manufacture
	B	Within 36 months after 25 September 2014 [the effective date of EASA AD 2014-0202], without exceeding 36 000 FC since Airbus date of manufacture
2	A	Before exceeding 32 000 FC since Airbus date of manufacture
	B	Within 8 months after the effective date of this AD, without exceeding 36 000 FC since Airbus date of manufacture

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and, within the compliance time(s) specified therein, accomplish those instructions accordingly.

Terminating Action(s):

- (3) Accomplishment of a repair on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane, unless the approved repair instructions indicate otherwise.

Credit:

- (4) Inspection(s) and corrective action(s), accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of Airbus SB A310-53-2138 or SB A300-53-6175 at original issue, are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD for that aeroplane.

Ref. Publications:

Airbus SB A310-53-2138 original issue dated 28 May 2014, or Revision 01 dated 14 December 2021.

Airbus SB A300-53-6175 original issue dated 28 May 2014, or Revision 01 dated 07 December 2021.

The use of later approved revisions of the above-mentioned 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 29 March 2022 as PAD 22-036 for consultation until 26 April 2022. No comments were received during the consultation period.



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

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