


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2012-0044</b></p> <p><b>Date: 23 March 2012</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A300-600 aeroplanes</p>
TCDS Number :	France TCDS No 145
Foreign AD :	Not applicable
Supersedure :	None
<b>ATA 53</b>	<b>Fuselage – Door Frame Shells of Passenger Doors 2 and 4 - Reinforcement</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	A300B4-601, A300B4-603, A300B4-620, A300B4-605R and A300B4-622R aeroplane models, all serial numbers.
Reason:	<p>As a result of the Extended Service Goal 2 exercise (ESG2) it was shown that the door frame shells of passenger doors 2 and 4 (both sides of the aeroplane) may not have sufficient structural strength to enable the aeroplane to operate safely beyond ESG1 (Extended Service Goal 1 equal to 42 500 Flight Cycles - FC or 89 000 Flight Hours – FH) and up to ESG2 (Extended Service Goal 2 equal to 51 000 FC or 89 000 FH) limits.</p> <p>This condition, if not corrected, could lead to structural failure of the affected door shells, possibly resulting in in-flight decompression of the aeroplane and consequent injury to occupants.</p> <p>For the reasons stated above, this AD requires the reinforcement at door frame shells of passenger doors 2 and 4.</p>
Effective Date:	06 April 2012
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless previously accomplished:</p> <p>Upon accumulation of 42 500 total FC, or within 2 000 FC after the effective date of this AD, whichever occurs later, reinforce the door frame shells of passenger doors 2 and 4 on both sides of the fuselage in accordance with the Accomplishment Instructions of Airbus Service Bulletin (SB) A300-53-6170.</p> <p>Note : The reinforcement of the door frame shells can be anticipated at the operators' discretion by up to 2 300 FC before accumulating 42 500 Total FC.</p>

Ref. Publications:	<p>Airbus SB A300-53-6170 original issue dated 16 May 2011.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"><li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li><li>2. This AD was posted on 13 February 2012 as PAD 12-012 for consultation until 12 March 2012. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</li><li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li><li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 18 41 39, Fax: + 33 5 61 93 44 51).</li></ol>