EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0097-E **Date: 23 April 2014** Note: This Emergency 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.

This AD is issued in accordance with EU 748/2012, Part 21.A.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].

Design Approval Holder's Name:	**Type/Model designation(s):**
AIRBUS	A300-600 and A310 aeroplanes

TCDS Number:	France No. 145
Foreign AD:	Not applicable
Supersedure:	None

ATA 53	**Fuselage – Aft Cargo Door Sill Beam Area – Inspection**
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A300-600 and A310 aeroplanes, all certified models, all Manufacturer Serial Numbers on which Airbus modification (mod) 05438 has been embodied in production, except those on which mod 12046 has been embodied in production.
Reason:	During accomplishment of Maintenance Review Board Report (MRBR) task 531625-01-1 on an A300-600 aeroplane having accumulated more than 25 000 flight cycles (FC) since aeroplane first flight, multiple fatigue cracks were found on the following parts: - Aft cargo door sill beam Part Number (P/N) A53973085210 - Lock fitting P/N A53978239002 - Torsion box plate P/N A53973318206. Prompted by these findings, a stress analysis was performed during which it was discovered that there is no dedicated scheduled maintenance task to inspect the affected area for fatigue damage. The loss of more than one lock fitting could lead to loss of the door locking function and, subsequently, complete loss of the cargo door in flight with associated risk of rapid decompression. To address this unsafe condition, Airbus issued Alert Operators Transmission (AOT) A53W005-14 providing instructions for inspection of the affected area. For the reason described above, this AD requires repetitive ultrasonic inspections or detailed inspections (DET) of the aft cargo door sill beam external area, or a one-time High Frequency Eddy Current (HFEC) inspection

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<tr><td></td><td>of the aft cargo door sill beam internal structure and, depending on findings, accomplishment of corrective action(s).

This AD is considered an interim measure and further AD action may follow.</td></tr>
<tr><td>Effective Date:</td><td>25 April 2014</td></tr>
<tr><td>Required Action(s) and Compliance Time(s):</td><td>Required as indicated, unless accomplished previously:

(1) Within the compliance time as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 275 FC, accomplish an ultrasonic inspection or DET of the aft cargo door sill beam external area in accordance with the instructions of Airbus AOT A53W005-14.

Table 1 – Threshold for Initial Inspection

<table><tr><td>FC accumulated since aeroplane first flight (on the effective date of this AD)</td><td>Compliance Time</td></tr><tr><td>30 000 FC or more</td><td>Within 50 FC after the effective date of this AD</td></tr><tr><td>18 000 FC or more, but less than 30 000 FC</td><td>Within 275 FC after the effective date of this AD</td></tr><tr><td>Less than 18 000 FC</td><td>Before exceeding 18 275 FC since aeroplane first flight</td></tr></table>
(2) If, during any inspection as required by paragraph (1) of this AD, any cracks are found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.

(3) Accomplishment of a HFEC inspection in accordance with the instructions of Airbus AOT A53W005-14 and, depending on findings, accomplishment of applicable corrective action(s) before next flight after that HFEC inspection in accordance with approved Airbus instructions, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

(4) Within 30 days following the initial ultrasonic inspection or DET as required by paragraph (1) of this AD, report the inspection results, including no findings, to Airbus.</td></tr>
<tr><td>Ref. Publications:</td><td>Airbus AOT A53W005-14 dated 22 April 2014.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</td></tr>
<tr><td>Remarks:</td><td>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process.

3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 SAS – EIAW (Airworthiness Office)
E-mail: continued.airworthiness-wb.external@airbus.com.</td></tr>
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