


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0101</p> <p>Date: 02 May 2014</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 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].</p>		
<p>Design Approval Holder's Name: AIRBUS</p>	<p>Type/Model designation(s): A300-600 aeroplanes</p>	
<p>TCDS Number:</p>	<p>France No. 145</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>None</p>	
<p>ATA 53</p>	<p>Fuselage – Forward Door Surrounding Panels – Inspection / Rework / Repair</p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A300B4-603, A300B4-605R, A300B4-620, A300B4-622, A300B4-622R, A300C4-605R and A300C4-620 aeroplanes, all Manufacturer Serial Numbers (MSN); and</p> <p>Airbus A300F4-605R aeroplanes, all MSN, except those on which Airbus Modification No. 12699 has been embodied in production.</p>	
<p>Reason:</p>	<p>In the frame of the Ageing Airplane Safety Rule (AASR), all existing Structural Repair Manual (SRM) repairs were reviewed.</p> <p>This analysis, which consisted in new Fatigue and Damage Tolerance calculations, revealed that some repairs in the area surrounding the forward passenger/crew door and the fail safe ring are no longer adequate.</p> <p>These repairs, if not reworked, could affect the structural integrity of the aeroplane.</p> <p>To address this potential unsafe condition, Airbus issued Service Bulletin (SB) A300-53-6173 (later revised), to provide instructions for the inspection of repairs on the left-hand (LH) and right-hand (RH) forward door surrounding panels.</p> <p>For the reasons described above, and further to the AASR implementation, this AD requires a one-time inspection of the forward door surrounding panels to identify SRM repairs in these areas and, depending on findings, accomplishment of applicable corrective action(s).</p>	
<p>Effective Date:</p>	<p>16 May 2014</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time defined in Table 1 of this AD, accomplish a detailed inspection (DET) of the LH and RH forward passenger door surrounding panels in accordance with the instructions of Airbus SB A300-53-6173 Revision 01.</p> <p style="text-align: center;">Table 1 – DET</p> <table border="1" data-bbox="552 416 1437 607"> <thead> <tr> <th colspan="2" style="text-align: center;">Compliance Time (whichever occurs later, A or B)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">A</td> <td>Within 28 months after the effective date of this AD</td> </tr> <tr> <td style="text-align: center;">B</td> <td>Before reaching the aeroplane Design Service Goal, whichever limit is reached first, flight cycles or flight hours</td> </tr> </tbody> </table> <p>(2) If, during the DET as required by paragraph (1) of this AD, any affected repair is found, before next flight, identify the reworked area(s), the percentage of the rework and the reworks limit in accordance with the instructions of Airbus SB A300-53-6173 Revision 01.</p> <p>(3) If, during the analysis as required by paragraph (2) of this AD, any rework is found outside the Allowable Damage Limits of the applicable A300-600 SRM, before next flight, report those findings to Airbus to obtain rework approval or repair instructions, as applicable, and, in case repair is required, within the compliance time defined in the instructions received from Airbus, accomplish the repair accordingly.</p> <p>(4) Actions accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A300-53-6173 at original issue are acceptable to comply with the requirements of this AD.</p>	Compliance Time (whichever occurs later, A or B)		A	Within 28 months after the effective date of this AD	B	Before reaching the aeroplane Design Service Goal, whichever limit is reached first, flight cycles or flight hours
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<p>Ref. Publications:</p>	<p>Airbus SB A300-53-6173 original issue dated 01 August 2013 or Revision 01 dated 28 February 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>						
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 07 October 2013 as PAD 13-156 for consultation until 04 November 2013, and re-published on 02 April 2014 as PAD 13-156R1 for additional consultation until 16 April 2014. The Comment Response Document for PAD 13-156 can be found at http://ad.easa.europa.eu. No comments were received during the consultation period of PAD 13-156R1. 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 						