



Airworthiness Directive

AD No.: 2017-0082

Issued: 08 May 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A300, A310 and A300-600

Effective Date: 22 May 2017

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2015-0238 dated 18 December 2015.

ATA 53 – Fuselage – Bulk Cargo Door – Inspection / Repair

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A300, A300-600 and A310 aeroplanes, all certified models, all manufacturer serial numbers, except those on which Airbus modification 12046 has been embodied in production.

Reason:

During inspections to detect corrosion on the bulk cargo doors of Airbus A300 family aeroplanes, several cracks were discovered. Investigations revealed that a set of Structural Repair Manual (SRM) repair solutions was defined in 1993, and was classified as permanent and without limitation. As of 2011, this set of repair solutions was revised and classified permanent, but with post-repair required actions. As per Ageing Aircraft rules, it was determined that new inspections have to be completed on the bulk cargo door frames to detect potential fatigue damage on repaired structures, or to accomplish a new repair. The indication is that some operators, having applied a repair early, may not have applied the (later published) post-repair instructions. Consequently, several in-service aeroplanes could be subject to fatigue damage on repaired structures.

This condition, if not detected and corrected, could lead to structural failure and consequent rapid decompression, or loss of the bulk cargo door, possibly resulting in injury to occupants or persons on the ground.



Prompted by these findings, Airbus issued Alert Operator Transmission (AOT) A53W010-15 to provide inspection instructions of the bulk cargo door frame of certain aeroplanes and EASA issued AD 2015-0238 to require that one-time inspection and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, Airbus investigations determined compliance times for inspection of all aeroplanes, and published AOT A53W010-15 Revision 01 accordingly.

For the reasons describes above, this AD retains the requirements of EASA AD 2015-0238, which is superseded, and includes the requirements for aeroplanes which have not yet exceeded 14 600 flight cycles (FC).

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

Required as indicated, unless accomplished previously:

General Visual Inspection:

- (1) Within the compliance time specified in Table 1 of this AD, as applicable, accomplish a General Visual Inspection (GVI) of the bulk cargo door frame to identify the existence of any structural repair, in accordance with the instructions of Airbus AOT A53W010-15 Revision 01.

Table 1 – GVI of Bulk Cargo Door Frame (see Note of this AD)

FC Accumulated	Compliance Time
More than 14 600 FC, on 01 January 2016 [the effective date of EASA AD 2015-0238]	Within 250 FC or 6 months, whichever occurs first after 01 January 2016 [the effective date of EASA AD 2015-0238]
14 600 FC or less on 01 January 2016 [the effective date of EASA AD 2015-0238], but more than 14 350 FC, on the effective date of this AD	Within 250 FC or 6 months, whichever occurs first after the effective date of this AD
14 350 FC or less, on the effective date of this AD	Before exceeding 14 600 FC

Note: Unless otherwise specified, the FC in Table 1 of this AD are those accumulated by the aeroplane since its first flight.

Detailed Visual Inspection:

- (2) If, during the GVI as required by paragraph (1) of this AD, any repair is detected on the bulk cargo door frame, before next flight, accomplish a Detail Visual Inspection (DVI) of the repaired area in accordance with the instructions of Airbus AOT A53W010-15 Revision 01.

Corrective Action:

- (3) If, during the DVI as required by paragraph (2) of this AD, cracks are found, before next flight, accomplish a repair in accordance with the instructions of Airbus AOT A53W010-15 Revision 01, or contact Airbus for approved repair instructions and accomplish those instructions accordingly.



Reporting:

- (4) If, during the DVI as required by paragraph (2) of this AD, no cracks are found, within 60 days, send the inspection report to Airbus in accordance with the instructions of Airbus AOT A53W010-15 Revision 01.

Post-repair inspection:

- (5) Based on assessment of the inspection results, reported as required by paragraph (4) of this AD, within 2 800 FC after the DVI as required by paragraph (2) of this AD, accomplish the applicable Airbus approved post-repair inspection and/or repair instructions.
- (6) In case assessment of the inspection results of an aeroplane determines that no corrective action is required (see Airbus AOT A53W010-15 Revision 01, Flowchart Appendix 3), Airbus will provide that information to the operator and no further action is required by this AD for that aeroplane.

Credit:

- (7) Inspections and corrective actions on an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of Airbus AOT A53W010-15, are acceptable to comply with the initial inspection(s) and related corrective action(s), as required by this AD for that aeroplane.

Ref. Publications:

Airbus AOT A53W010-15 original issue dated 15 December 2015, and Revision 01 dated 04 October 2016.

The use of later approved revisions of this document 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 07 March 2017 as PAD 17-027 for consultation until 04 April 2017. 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. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – EIAW (Airworthiness Office)
E-mail: continued.airworthiness-wb.external@airbus.com.

