

# **Proposed Temporary Deviation on Main Deck Cargo Door for Prevention of Pressurization, Operator Station Indication and Flight Deck Annunciations**

## **Applicable to A300B4-600 – Passenger to Freighter Conversion STC**

### **Introductory note:**

The hereby presented Temporary Deviation has been classified as important and as such shall be subject to public consultation, in accordance with EASA Management Board decision 12/2007 dated 11 September 2007, Article 3 (2.) of which states:

"2. Deviations from the applicable airworthiness codes, environmental protection certification specifications and/or acceptable means of compliance with Part 21, as well as important special conditions and equivalent safety findings, shall be submitted to the panel of experts and be subject to a public consultation of at least 3 weeks, except if they have been previously agreed and published in the Official Publication of the Agency. The final decision shall be published in the Official Publication of the Agency."

### **Statement of issue**

An applicant has applied for an Supplemental Type Certificate to convert the A300B4-600 passenger aircraft into a freighter. This conversion comprises the installation of an electrically operated Main Deck Cargo Door (MDCD) significantly changing the forward section of the fuselage. Similar to other comparable Passenger-to-Freighter conversions, the requirements defined in NPA 25D-301 Issue 1 have been made applicable for this significant change by issuing a Special Condition CRI.

During the EASA investigation, it became apparent that the door is non-compliant to several requirements of CS25.783 relating to the latching and locking mechanism, namely:

- CS25.783 (c)(1) \ Prevention of pressurisation.
- CS25.783 (e)(2) \ Indication for outside operator station
- CS25.783 (e)(2) & (e)(4) \ Flight deck annunciations

Due to the identified non-compliance to requirements listed above, the applicant requested a temporary deviation to allow the STC certification, before proposing design changes aiming at responding to the aforementioned non-compliances.

### **A300B4-600 -Passenger to Freighter Conversion STC**

#### **Temporary Deviation CRI D-03**

#### **Main Deck Cargo Door for Prevention of Pressurization, Operator Station Indication and Flight Deck Annunciations**

EASA has agreed to the Temporary Deviation with the following conditions:

- The STC is limited to three A300B4-600 series model aeroplanes, Manufacturer Serial Number (MSN) 734, 739 and 756.
- The deviation would be granted by EASA until 14 February 2014.
- Not later than 90 days from closure date of this CRI supporting this Temporary Deviation, the applicant must provide a Recovery Plan presenting the necessary

design changes to eliminate above mentioned design deficiencies and non-compliances.

In addition the following mitigating actions for the agreed deviation period apply:

- The operating instructions for the main deck cargo door must be amended to visually ensure that the door is fully closed, latched and locked. This new operating instructions will be reflected in the supplemental Airplane Flight Manual (AFM) Section 2 and supplemental Flight Crew Operating Manual (FCOM) Section 1.01.35.C, and D.