


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2015-0115</p> <p>Date: 23 June 2015</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 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 [EU 1321/2014 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 aeroplanes</p>
<p>TCDS Number:</p>	<p>EASA.A.172</p>
<p>Foreign AD:</p>	<p>Not applicable</p>
<p>Supersedure:</p>	<p>None</p>
<p>ATA 05</p>	<p>Time Limits and Maintenance Checks – Damage Tolerant Airworthiness Limitation Items – ALS Part 2 – Amendment</p>
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>
<p>Applicability:</p>	<p>Airbus A300 aeroplanes, all certified models, all manufacturer serial numbers.</p>
<p>Reason:</p>	<p>The airworthiness limitations applicable to the Damage Tolerant Airworthiness Limitation Items (DT ALIs) are currently listed in the Airbus Airworthiness Limitations Sections Part 2.</p> <p>Airbus recently revised the A300 ALS Part 2 and this Revision 02 was approved by EASA. Airbus A300 ALS Part 2 Revision 02 introduces more restrictive maintenance requirements and airworthiness limitations, which have been identified as mandatory actions for continued airworthiness.</p> <p>EASA issued AD 2014-0124 to require compliance with the maintenance requirements and associated airworthiness limitations defined in Airbus A300 ALS Part 2 Revision 01.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2014-0124 for A300 aeroplanes and requires implementation of new or more restrictive maintenance instructions and/or airworthiness limitations as specified in Airbus A300 ALS Part 2 Revision 02.</p> <p>The requirements for A310 and A300-600 aeroplanes remain unchanged and are covered by EASA AD 2014-0124R1.</p>
<p>Effective Date:</p>	<p>07 July 2015</p>

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) From the effective date of this AD, within the thresholds and intervals as specified in Airbus A300 ALS Part 2, Revision 02, accomplish all applicable maintenance tasks.</p> <p>Note 1: 'Special' compliance times as defined in the Record of Revisions of the A300 ALS Part 2 are acceptable for the first accomplishment of certain new/revised tasks.</p> <p>(2) In case of finding discrepancies (as defined in ALS Part 2, Revision 02) during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in ALS Part 2, Revision 02, accomplish the applicable maintenance procedures for corrective actions in accordance with the approved maintenance documentation.</p> <p>If no compliance time is identified in ALS Part 2, Revision 02, accomplish the applicable corrective actions before next flight.</p> <p>If a detected discrepancy is not identified in ALS Part 2, Revision 02, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.</p> <p>(3) Within 12 months after the effective date of this AD, revise the approved aircraft maintenance programme (AMP), on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS Part 2, Revision 02.</p> <p>(4) For an AMP that, on the effective date of this AD, is already updated to incorporate the maintenance tasks and life limitations as specified in the ALS Part 2, Revision 01, it is acceptable to incorporate the new and more restrictive tasks and limitations, as defined in the ALS Part 2, Revision 02, into the AMP to comply with paragraph (3) of this AD.</p> <p>(5) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures (see Note 2) continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual tasks is recorded for demonstration of AD compliance on a continued basis.</p> <p>Note 2: For affected A300 aeroplanes registered in Europe, complying with the approved AMP as specified in paragraph (3) of this AD is required by Commission Regulation (EU) No 1321/2014, Part M.A.301, paragraph 3.</p>
<p>Ref. Publications:</p>	<p>Airbus A300 ALS Part 2, Revision 02 dated 03 October 2014.</p> <p>The use of later approved variations or revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. This AD was posted on 05 June 2015 as PAD 15-078 for consultation until 19 June 2015. No comments were received during the consultation period. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 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.