



Airworthiness Directive

AD No.: 2017-0207

Issued: 12 October 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 aeroplanes

Effective Date: 26 October 2017

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2015-0115 dated 23 June 2015.

ATA 05 – Time Limits / Maintenance Checks – Damage Tolerant Airworthiness Limitations Section – ALS Part 2 – Amendment

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A300 aeroplanes, all certified models, all manufacturer serial numbers.

Reason:

The airworthiness limitations for the Airbus A300 aeroplanes, which are approved by EASA, are currently defined and published in the Airbus A300 Airworthiness Limitations Section (ALS) documents. The Damage Tolerant Airworthiness Limitation Items are specified in the A300 ALS Part 2. These instructions have been identified as mandatory for continuing airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

EASA previously issued AD 2015-0115 to require compliance with the maintenance requirements and associated airworthiness limitations defined in Airbus A300 ALS Part 2 Revision 02.

Since that AD was issued, new or more restrictive maintenance requirements and airworthiness limitations were approved by EASA. Consequently, Airbus published Revision 03 of the A300 ALS Part 2, compiling all ALS Part 2 changes approved since previous Revision 02.



For the reason described above, this AD retains the requirements of EASA AD 2015-0115, which is superseded, and requires accomplishment of the actions specified in Airbus A300 ALS Part 2 Revision 03.

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

Required as indicated, unless accomplished previously:

Note 1: Airbus A300 ALS Part 2 Revision 03 is hereafter referred to as 'the ALS' in this AD.

Maintenance Tasks and associated Airworthiness Limitations:

- (1) From the effective date of this AD, within the thresholds and intervals as specified in the ALS (see Note 2 of this AD), accomplish all applicable maintenance tasks, as specified in the ALS, as applicable to aeroplane configuration.

Note 2: The thresholds and intervals as defined in the 'Compliance Time' pages of the ALS include specific compliance times for certain tasks.

Corrective Action(s):

- (2) In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, before next flight, accomplish the applicable corrective action(s) in accordance with the applicable Airbus maintenance documentation. If a detected discrepancy cannot be corrected by using existing Airbus instructions, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

Aircraft Maintenance Programme (AMP) Revision:

- (3) Within 12 months after the effective date of this AD, revise the approved AMP, on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by incorporating the instructions and associated airworthiness limitations described in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.

Credit:

- (4) For an AMP that, on the effective date of this AD, is already updated to incorporate the instructions and associated airworthiness limitations as specified in previous Revision of Airbus A300 ALS Part 2 (i.e. Revision 02), that action ensures (see Note 3 of this AD) the continued accomplishment of those tasks and limitations.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and more restrictive tasks and limitations, as applicable to aeroplane model and depending on aeroplane configuration, as defined in, and within the compliance times (see Note 2 of this AD) as specified in, the ALS, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and more restrictive tasks and limitations, as applicable to aeroplane model and depending on aeroplane configuration, as defined in the ALS, into the AMP to comply with paragraph (3) of this AD.



Recording AD compliance:

- (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 3 of this AD) 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 action is recorded for demonstration of AD compliance on a continued basis.

Note 3: For affected A300 aeroplanes registered in Europe, complying with the approved AMP, as specified in paragraph (3) or (4) of this AD, as applicable, is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.

Ref. Publications:

Airbus A300 ALS Part 2 Revision 02 dated 03 October 2014, and Revision 03 dated 28 August 2017.

The use of later approved variations or 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 31 August 2017 as PAD 17-124 for consultation until 28 September 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.

