



## Airworthiness Directive

**AD No.:** 2016-0218

**Issued:** 02 November 2016

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):

A300-600 aeroplanes

**Effective Date:** 16 November 2016

**TCDS Number(s):** EASA.A.172

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2006-0257 dated 24 August 2006 and EASA AD 2014-0124R1 dated 23 June 2015 (the requirements applicable to A300-600 aeroplanes).

## ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section Part 2 – Amendment

### Manufacturer(s):

Airbus (formerly Airbus Industrie)

### Applicability:

Airbus A300-600 aeroplanes, all certified models, all manufacturer serial numbers.

### Reason:

The airworthiness limitations for Airbus A300-600 aeroplanes, which are approved by EASA, are currently defined and published in the Airbus A300-600 Airworthiness Limitations Section (ALS) document(s). These instructions have been identified as mandatory actions for continued airworthiness.

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

EASA previously issued AD 2014-0124 (later revised), requiring the actions described in Airbus A300-600 Airworthiness Limitation Item (ALI) Document at issue 13 and Temporary Revision (TR) 13.1.



Since EASA AD 2014-0124R1 was issued, Airbus replaced A300-600 ALI Document issue 13, with A300-600 ALS Part 2 Revision 01 and then published the A300-600 ALS Part 2 Variation 1.1 and Variation 1.2, to introduce more restrictive maintenance requirements and/or airworthiness limitations.

A300-600 ALS Part 2 Variation 1.1 also includes ALI 571067 and ALI 571068, superseding Service Bulletin A300-53-6154, which is referenced in EASA AD 2006-0257.

For the reasons described above, this AD retains part of the requirements of EASA AD 2014-0124R1, which will be superseded, and requires accomplishment of the actions specified in Airbus A300-600 ALS Part 2 Revision 01, and ALS Part 2 Variation 1.1 and ALS Part 2 Variation 1.2 (hereafter collectively referred to as 'the ALS' in this AD), and supersedes EASA AD 2006-0257. The remaining requirements of EASA AD 2014-0124R1 are retained in AD 2016-0217, applicable to A310 aeroplanes, published at the same time as this AD.

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

Required as indicated, unless accomplished previously:

- (1) From the effective date of this AD, within the thresholds and intervals as specified in the ALS (see Notes 1 of this AD), accomplish all maintenance tasks, as applicable to the aeroplane configuration, described in the ALS. In case of inconsistencies between a requirement of ALS Part 2 Revision 01 and a requirement of ALS Part 2 Variations 1.1 or 1.2, the requirement of ALS Part 2 Variations must be accomplished.

Note 1: For the purpose of this AD, the thresholds and intervals as defined in the ALS include 'special' compliance times (grace periods) for certain tasks.

- (2) **Corrective Action(s):** In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, before next flight, accomplish the applicable maintenance procedures for 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.
- (3) **Aircraft Maintenance Programme (AMP) Revision:** 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 tasks and associated thresholds and intervals described in the ALS, as applicable to the aeroplane configuration.
- (4) **Credit:** 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 A300-600 ALI Document issue 13, reference AI/SE-M2/95A.1310/07, that action ensures (see Note 2 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/or 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 1 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/or 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.

- (5) **Recording AD compliance:** 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 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 2: For affected Airbus A300-600 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) No [1321/2014](#), Part M.A.301, paragraph 3.

#### **Ref. Publications:**

A300-600 ALS Part 2 Revision 01 dated 07 August 2015.

A300-600 ALS Part 2 Variation 1.1 dated 25 January 2016.

A300-600 ALS Part 2 Variation 1.2 dated 22 July 2016.

The use of later approved revisions or variations of these documents 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 14 July 2016 as PAD 16-102 for consultation until 11 August 2016 and republished on 11 August 2016 as PAD 16-102R1 for consultation until 25 August 2016. The Comment Response Document can be found at <http://ad.easa.europa.eu>.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS WB – EIAW (Airworthiness Office)  
E-mail: [continued.airworthiness-wb.external@airbus.com](mailto:continued.airworthiness-wb.external@airbus.com).

