



Airworthiness Directive

AD No.: 2017-0204R1

Issued: 21 August 2024

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A300 aeroplanes

Effective Date: Revision 1: 04 September 2024
Original issue: 26 October 2017

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2017-0204 dated 12 October 2017, which superseded EASA AD 2013-0248 dated on 14 October 2013.

ATA 05 – Time Limits / Maintenance Checks – Safe Life Airworthiness Limitation Items – ALS Part 1 – Amendment

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

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

Definitions:

For the purpose of this AD, the following definitions apply:

The applicable ALS: Airbus A300 Airworthiness Limitations Section (ALS) Part 1 Safe Life Airworthiness Limitation Items (SL-ALI) Revision 02.

The AMP: The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aircraft. For aircraft operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).



New and/or more restrictive limitations: This includes all limitations that are new or for which a threshold or interval was reduced, which were introduced into the ALS, as defined in this AD, since the previous ALS revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations for Airbus A300 aeroplanes, which are approved by EASA, are currently defined and published in the Airbus A300 ALS documents. These instructions have been identified as mandatory for continued airworthiness.

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

Consequently, EASA issued AD 2017-0204 (applicable to A300, A310, A300-600 and A300-600ST aeroplanes) to require the actions described in Airbus A300 ALS Part 1 Revision 02, A310 ALS Part 1 Revision 02 and A300-600 ALS Part 1 Revision 02, as applicable to aeroplane model and depending on aeroplane configuration.

Since the original issue of this AD was issued, EASA issued AD 2024-0164 (for A300-600 and A300-600ST) and AD 2024-0165 (for A310 aeroplanes) requiring accomplishment of actions published in Airbus A300-600 ALS Part 1 SL-ALI Revision 03 and A310 ALS Part 1 SL-ALI Revision 03, respectively. Therefore, the safety intent of this AD for Airbus A300-600, A300-600ST and A310 aeroplanes is ensured by complying with those ADs.

For the reasons described above, this AD is revised to remove Airbus A300-600, A300-600ST and A310 aeroplanes from the Applicability. This AD also includes some editorial changes, introducing the latest AD writing standards, without affecting the requirements.

This revision does not affect instructions provided by Airbus A300 ALS Part 1 SL-ALI Revision 02 Variation 2.2 and 2.3. and mandated by EASA AD 2022-0171.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Part(s) Replacement:

- (1) From 26 October 2017 [the effective date of the original issue of this AD], replace each component before exceeding the applicable life limit (see Note 1 of this AD), as specified in the applicable ALS.

Note 1: For the purpose of this AD, the 'Compliance Time' pages of the ALS include specific compliance times for certain applicable life limitations.

AMP Revision:

- (2) Within 12 months after 26 October 2017 [the effective date of the original issue 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 applicable ALS.



Credit:

- (3) For an AMP that, on 26 October 2017 [the effective date of the original issue of this AD], is already updated to incorporate the instructions and associated airworthiness limitations as specified in previous Revision of A300 ALS (i.e. Revision 01), that action ensures 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 defined in, and within the compliance times (see Note 1 of this AD) as specified in, the applicable 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 defined in the applicable ALS, into the AMP to comply with paragraph (2) of this AD.

Recording AD Compliance:

- (4) When the AMP of an aeroplane has been revised as required by paragraph (2) or (3) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraph (1) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (2) or (3) 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.

Ref. Publications:

Airbus A300 ALS Part 1 Revision 01 dated 05 September 2013 and Revision 02 dated 28 August 2017.

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The use of later approved revisions of the above-mentioned 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. The original issue of this AD was posted on 31 August 2017 as PAD 17-121 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. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or



may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. 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.

