



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-045

Issued: 26 March 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A300-600 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2017-0205 dated 12 October 2017.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section Part 2 – Damage Tolerant Airworthiness Limitation Items – Implementation

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A300-600 aeroplanes, all certified models, all Manufacturer Serial Numbers.

Definitions:

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

The ALS: Airbus A300-600 Airworthiness Limitations Section (ALS) Part 2 Revision 03.

The AMP: The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane. For Airbus A300-600 aeroplanes registered in Europe, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.



New and/or more restrictive tasks: This includes all tasks that are new and all tasks 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 the Airbus A300-600 aeroplanes, which are approved by EASA, are currently defined and published in the A300-600 ALS document(s). The Damage Tolerant Airworthiness Limitation Items (DT ALI) are published in ALS Part 2.

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

Previously, EASA issued AD 2017-0205 to require accomplishment of all DT ALI maintenance tasks as described in the Airbus A300-600 ALS Part 2 at Revision 02.

Since that AD was issued, Airbus published the ALS, including new and/or more restrictive requirements.

For the reason described above, this AD retains the requirements of EASA AD 2017-0205, which is superseded, and requires accomplishment of the actions specified in the ALS.

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

Required as indicated, unless accomplished previously:

Maintenance Tasks:

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

Note 1: The 'Compliance Time' pages of the ALS include special compliance times for new and/or more restrictive 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.

AMP Revision:

- (3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the tasks and associated thresholds and intervals as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.



Credit:

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and associated thresholds and intervals as specified in the Airbus A300-600 ALS Part 2 Revision 02, 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/or more restrictive tasks as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration, within the special 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 as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration, 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 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.

Ref. Publications:

Airbus A300-600 ALS Part 2 Revision 02 dated 28 August 2017, and Revision 03 dated 14 December 2018.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 23 April 2019.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – EIAW (Airworthiness Office)
E-mail: continued.airworthiness-wb.external@airbus.com.

