



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 19-213**

**Issued: 17 December 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 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 2017-0207 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 aeroplanes, all certified models, all manufacturer serial numbers.

### Definitions:

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

**The ALS:** Airbus A300 Airworthiness Limitations Section (ALS) Part 2 Revision 03 and Variation 3.1.

**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 aircraft. For aircraft 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 and limitations that are new or for which a threshold and/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. The Damage Tolerant Airworthiness Limitation Items (DT ALI) 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 2017-0207 to require accomplishment of all DT ALI maintenance tasks as defined in the A300 ALS Part 2 at Revision 03. Since that AD was issued, Airbus published A300 ALS Part 2 Variation 3.1 to add, modify and remove certain tasks from the maintenance planning document (MPD).

For the reason described above, this AD retains the requirements of EASA AD 2017-0207, 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: For the purpose of this AD, 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 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 ALS



Part 2 Revision 03, 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 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 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 ALS Part 2 Revision 03 dated 28 August 2017 and Variation 3.1 dated 01 July 2019.

The use of later approved revisions and variations 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 14 January 2019.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:continued.airworthiness-wb.external@airbus.com).

