

Airworthiness Directive

AD No.: 2021-0181

Issued: 30 July 2021

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, 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A300 aeroplanes

Effective Date: 13 August 2021

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: None

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section Part 2 – Damage Tolerant Airworthiness Limitation Items – 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 Variation: Airbus A300 Airworthiness Limitations Section (ALS) Part 2 Variation 3.3.

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 aeroplanes operated under EU regulation, 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 through the Variation (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 document(s). These instructions have been identified as mandatory for continued airworthiness.

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

EASA previously issued AD 2017-0207, AD 2020-0110R1 and AD 2021-0134, requiring the actions described in Airbus A300 ALS Part 2 Revision 3, Variation 3.1 and Variation 3.2, respectively.

Since those ADs were issued, Airbus published the Variation, which contains new and/or more restrictive tasks related to pylon maintenance. This Variation is expected to be incorporated into Airbus A300 ALS Part 2 at the next revision.

For the reason described above, this AD requires accomplishment of the actions specified in the Variation. EASA AD 2017-0207, AD 2020-0110R1 and AD 2021-0134 are not superseded by this AD.

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 (see Note 1 of this AD) as defined in the Variation, accomplish all maintenance tasks as specified in the Variation, as applicable to aeroplane model and depending on aeroplane configuration.

Where this AD requires a task which is already required per EASA AD 2017-0207, the instructions of the Variation invalidate the instructions of Airbus A300 ALS Part 2 Revision 03.

Note 1: For the purpose of this AD, the thresholds and intervals as defined in the 'Compliance Time' pages of the Variation 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.

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 described in the Variation, as applicable to aeroplane model and depending on aeroplane configuration.

Recording AD Compliance:

- (4) When the AMP of an aeroplane has been revised as required by paragraph (3) of this AD, 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 (3) of this



AD, 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 Variation 3.3 dated 18 March 2021.

The use of later approved revisions of the above-mentioned document, or of an ALS revision which includes the technical content of the Variation, 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 09 June 2021 as PAD 21-083 for consultation until 07 July 2021. 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 – IIAW (Airworthiness Office),
E-mail: continued.airworthiness-wb.external@airbus.com.

