

## Airworthiness Directive

**AD No.:** 2022-0173

**Issued:** 24 August 2022

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):**

A300-600 and A300-600ST aeroplanes

**Effective Date:** 07 September 2022

**TCDS Number(s):** EASA.A.172 and EASA.A.014

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section Part 1 / Safe Life Airworthiness Limitations Items – Amendment

**Manufacturer(s):**

Airbus, formerly Airbus Industrie

**Applicability:**

Airbus A300B4-601, A300B4-603, A300B4-620, A300B4-622, A300B4-605R, A300B4-622R, A300C4-620, A300C4-605R, A300F4-605R, A300F4-622R and A300F4-608ST aeroplanes, all manufacturer serial numbers.

**Definitions:**

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

**The Variation:** Airbus A300-600 Airworthiness Limitations Section (ALS) Part 1 Safe Life Airworthiness Limitations Items (SL-ALI) Revision 02 Variation 2.2, Variation 2.3 and Variation 2.4.

**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 A300-600 and A300-600ST aeroplanes operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph (c).

**New and/or more restrictive tasks and limitations:** This includes all tasks and limitations that are new and all tasks and limitations 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 the Airbus A300-600 and A300-600ST, which are approved by EASA, are currently defined and published in the Airbus A300-600 ALS documents. 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 2017-0204 to require the actions described in Airbus A300-600 ALS Part 1 SL-ALI Revision 02.

Since that AD was issued, Airbus published the Variation, as defined in this AD, which contains new and/or more restrictive tasks and limitations. This Variation is expected to be incorporated into A300-600 ALS Part 1 SL-ALI at the next revision.

For the reason described above, this AD requires accomplishment of the actions specified in the Variation. EASA AD 2017-0204 is not superseded by this AD.

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

Required as indicated, unless accomplished previously:

**Replacement of Life Limited Parts:**

- (1) From the effective date of this AD, replace each component before exceeding the applicable life limit, 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 2017-0204, the instructions of the Variation, as defined in this AD, invalidate the instructions for that task in Airbus A300-600 ALS Part 1 SL-ALI Revision 02.

**AMP Revision:**

- (2) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations described in the Variation, as applicable to aeroplane model and depending on aeroplane configuration.

**Recording AD Compliance:**

- (3) When the AMP of an aeroplane has been revised as required by paragraph (2) 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) 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 1 SL-ALI Revision 02 Variation 2.2 dated 21 December 2020, Variation 2.3 dated 15 June 2022 and Variation 2.4 dated 12 July 2022.

The use of later approved revisions of the above-mentioned documents, or of an ALS revision which includes the technical content of the Variations, 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 20 July 2022 as PAD 22-092 for consultation until 17 August 2022. 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](mailto: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 – 1IALW (Airworthiness Office),  
E-mail: [continued.airworthiness-wb.external@airbus.com](mailto:continued.airworthiness-wb.external@airbus.com).

