



Airworthiness Directive

AD No.: 2022-0194

Issued: 23 September 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 October 2022

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

Foreign AD: Not applicable

Supersedure: None

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section Part 4 / System Equipment Maintenance Requirements – Amendment

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A300B4-601, A300B4-603, A300B4-620, A300B4-622, A300B4-605R, A300B4-622R, A300C4-605R Variant F, A300C4-620, 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 4 System Equipment Maintenance Requirements (SEMR) Revision 03 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 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 SEMR for the Airbus A300-600 and A300-600ST, which are approved by EASA, are currently defined and published in the Airbus A300-600 ALS Part 4 document. 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 2017-0202 to require the actions described in Airbus A300-600 ALS Part 4 SEMR Revision 03. Before that, EASA had also published AD 2015-0081 to require replacement of certain affected Trimmable Horizontal Stabilizer Actuators (THSA) for A300-600 and A310 aeroplanes.

Since those ADs were issued, Airbus published the Variation, as defined in this AD, which contains new and/or more restrictive tasks and limitations, including the timely replacement of certain THSA. These tasks and limitations are expected to be incorporated into Airbus A300-600 ALS Part 4 SEMR at the next revision.

For the reason described above, this AD requires accomplishment of the actions specified in the Variation, including the requirements of EASA AD 2015-0081 for A300-600 aeroplanes. Considering that the requirements of AD 2015-0081 for A310 aeroplanes are taken over by EASA AD 2022-0195, AD 2015-0081 is not necessary anymore and will be cancelled.

EASA AD 2017-0202 is not superseded by this AD.

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

Required as indicated, unless accomplished previously:

Maintenance Tasks and Replacement of Life Limited Parts:

(1) From the effective date of this AD, accomplish the following actions, as specified in the Variation, as applicable to aeroplane model and depending on aeroplane configuration:

- (1.1) Replace each component before exceeding the applicable life limit; and
- (1.2) Within the thresholds and intervals (see Note 1 of this AD), accomplish all applicable maintenance tasks.

Where this AD requires a task which is already required per EASA AD 2017-0202, the instructions of the Variation invalidate the instructions of Airbus A300-600 ALS Part 4 SEMR Revision 03.



Note 1: For the purpose of this AD, the thresholds and intervals as defined in the 'Compliance Time' page(s) 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 limitations, 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, as applicable, that action ensures continued accomplishment of the actions as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) 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 4 SEMR Revision 03 Variation 3.1 dated 30 June 2022.

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 17 August 2022 as PAD 22-113 for consultation until 14 September 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.
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.

