



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-041

Issued: 05 April 2023

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 S.A.S.

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: None

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

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 Variation: Airbus A300-600 Airworthiness Limitations Section (ALS) Part 2 Damage Tolerant Airworthiness Limitation Items (DT-ALI) Revision 03, Variation 3.8.

The AMP: The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aircraft. For aircraft operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).



New and/or more restrictive tasks: This includes all tasks and limitations 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 the Airbus A300-600, 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 2019-0090, AD 2020-0111R2, AD 2021-0093, AD 2021-0204, AD 2021-0258 and AD 2022-0192, requiring the actions described in Airbus A300-600 ALS Part 2 DT-ALI Revision 03, Variations 3.1 and 3.2, Variation 3.3, Variation 3.4, Variation 3.6 and Variation 3.7, respectively.

Since those ADs were issued, Airbus published the Variation, as defined in this AD, which contains new and/or more restrictive tasks. These tasks are expected to be incorporated into the A300-600 ALS Part 2 DT-ALI at the next revision.

For the reason described above, this AD requires accomplishment of the actions specified in the Variation. EASA AD 2019-0090, AD 2020-0111R2, AD 2021-0093, AD 2021-0204, AD 2021-0258 and AD 2022-0192 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), accomplish all applicable 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 2019-0090, the instructions of the Variation invalidate the instructions of Airbus A300-600 ALS Part 2 DT-ALI Revision 03 for that task.

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 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, 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) 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 DT-ALI Revision 03 Variation 3.8 dated 22 December 2022.

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

Remarks:

1. This Proposed AD will be closed for consultation on 03 May 2023.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – 1IALW (Airworthiness Office),
E-mail: continued.airworthiness-wb.external@airbus.com.

