



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-137

Issued: 05 December 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 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, EASA AD 2020-0110R1 dated 27 May 2020, EASA AD 2021-0181 dated 30 July 2021 and EASA AD 2023-0104 dated 24 May 2023.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section Part 2 / Damage Tolerant Airworthiness Limitations 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 ALS: Airbus A300 Airworthiness Limitations Section (ALS) Part 2 Damage Tolerant Airworthiness Limitations Items (DT-ALI) Revision 04.

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 and limitations: This includes all tasks and limitations that are new and all tasks for which a threshold 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 the Airbus A300, which are approved by EASA, are currently defined and published in the Airbus A300 ALS documents. The DT-ALI are specified in A300 ALS Part 2. 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 2020-0110 (later revised), AD 2021-0134 (later superseded by AD 2023-0104), AD 2021-0181 and AD 2023-0104 to require accomplishment of all DT-ALI maintenance tasks and limitations as described in Airbus A300 ALS Part 2 Revision 03, Variation 3.1, Variation 3.2, Variation 3.3 and Variation 3.4, respectively.

Since those ADs were issued, Airbus published the ALS, as defined in this AD, containing all the new and/or more restrictive tasks and limitations (as defined in this AD), as applicable to aeroplane model and depending on aeroplane configuration.

For the reason described above, this AD retains the requirements of EASA AD 2017-0207, AD 2020-0110R1, AD 2021-0181 and AD 2023-0104, which are superseded, and requires accomplishment of the actions and limitations 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 (see Note 1 of this AD), accomplish all applicable maintenance tasks 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.

LOV and MPPT Limitations:

- (3) From the effective date of this AD, comply with the limits of validity (LOV) and maintenance program publication triggers (MPPT) as defined and specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.



AMP Revision:

- (4) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.

Credit:

- (5) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and limitations as specified in ALS Part 2 DT-ALI Revision 03 and/or later published variations, 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 and limitations as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration, within the compliance times (see Note 1 of this AD) as specified in the ALS, to comply with paragraph (1) and (3) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration, into the AMP to comply with paragraph (4) of this AD.

Recording AD Compliance:

- (6) When the AMP of an aeroplane has been revised as required by paragraph (4) or (5) of this AD, as applicable, that action ensures continued accomplishment of the tasks and limitations as required by the paragraphs (1), (2) and (3) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (4) or (5) 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 DT-ALI Revision 04 dated 20 July 2023.

The use of later approved variations or 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 02 January 2024.
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.

