



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-091

Issued: 23 July 2024

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 and A300-600ST aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

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

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2022-0173 dated 24 August 2022.

ATA 05 – Time Limits / Maintenance Checks – Safe Life Airworthiness Limitation Items – ALS Part 1 – 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 variant F, A300F4-605R, A300F4-622R and A300F4-608ST aeroplanes, all manufacturer serial numbers.

Definitions:

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

The ALS: Airbus A300-600 Airworthiness Limitations Section (ALS) Part 1 Safe Life Airworthiness Limitations Items (SL-ALI) Revision 03.

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 limitations: This includes all limitations that are new or 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 A300-600 and A300-600ST aeroplanes, 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 (applicable to A300, A310, A300-600 and A300-600ST aeroplanes) to require the actions described in Airbus A300-600 ALS Part 1 SL-ALI Revision 02 and EASA AD 2022-0173 (applicable to A300-600 and A300-600ST aeroplanes) to require the actions described in ALS Part 1 SL-ALI Variations 2.2, 2.3 and 2.4.

Since those ADs were issued, Airbus published the ALS, as defined in this AD, which contains new and/or more restrictive limitations and compiling changes approved since Revision 02.

For the reason described above, this AD supersedes EASA AD 2022-0173 and requires accomplishment of the actions and limitations specified in the ALS.

After the consultation period of this PAD, at the time of the issuance of the final AD, EASA AD 2017-0204 will be revised to remove Airbus A300-600 and A300-600ST aeroplanes from the Applicability of that AD.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Part(s) Replacement:

- (1) From the effective date of this AD, replace each component before exceeding the applicable life limit (see Note 1 of this AD), as specified in the applicable ALS.

Note 1: For the purpose of this AD, the 'Compliance Time' pages of the ALS include specific compliance times for certain applicable life limitations.

AMP Revision:

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

Credit:

- (3) If, before the effective date of this AD, the AMP has been revised to incorporate the instructions and life limitations as specified in a previous revision and/or variation of the ALS, that action ensures the continued accomplishment of those instructions and limitations.



Consequently, for an aircraft to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive instructions and limitations as specified in the ALS, as applicable to aircraft model and depending on aircraft configuration, within the compliance times (see Note 1 of this AD) as specified in the ALS, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive instructions and limitations as specified in the ALS, as applicable to aircraft model and depending on aircraft configuration, into the AMP to comply with paragraph (2) of this AD.

Recording AD Compliance:

- (4) When the AMP of an aircraft has been revised as required by paragraph (2) or (3) of this AD, as applicable, that action ensures continued accomplishment of the limitations as required by paragraphs (1) of this AD for that aircraft. Consequently, after revising the AMP, as required by paragraph (2) or (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:

A300-600 ALS Part 1 SL-ALI Revision 03 dated 01 July 2024.

The use of later approved variations to, 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 20 August 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.

