

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-093

Issued: 24 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 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 Limitations Section Part 2 / Damage Tolerant Airworthiness Limitations Items – Amendment

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A300 B4-2C, A300 B4-103, A300 B4-120, A300 B4-203, A300 B4-220, A300 C4-203 and A300 F4-203 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The Variation: Airbus A300 Airworthiness Limitations Section (ALS) Part 2 Damage Tolerant Airworthiness Limitation Items (DT-ALI) Revision 04 Variation 4.1.

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 aircrafts operated under EU regulation 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 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 aeroplanes, which are approved by EASA, are currently defined and published in the Airbus A300 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 2024-0008, requiring the actions described in Airbus A300 ALS Part 2 (DT-ALI) Revision 04.

Since that AD was issued, Airbus published the Variation, which contains a new and/or more restrictive task applicable to detailed inspection of lower frame fittings junction between frame (FR) 41 and FR46 left- and right-hand sides. The Variation also incorporates further instructions applicable to aeroplane before reaching initial Design Service Goal (DSG). The task and instructions are expected to be incorporated into the Airbus A300 ALS Part 2 at the next revision.

For the reason described above, this AD requires accomplishment of the actions specified in the Variation. EASA AD 2024-0008 is not superseded by this 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:

Maintenance Task:

- (1) From the effective date of this AD, within the thresholds and intervals (see Note 1 of this AD), accomplish the applicable maintenance task and instructions, as specified in the Variation, 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 and instructions as required by paragraph (1) of this AD, before next flight, accomplish the applicable corrective action(s) in accordance with the applicable Airbus A300 maintenance documentation. If a detected discrepancy cannot be corrected by using existing Airbus A300 instructions, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

MPPT Limitations:

- (3) From the effective date of this AD, comply with the specific instructions applicable to aeroplane before reaching initial DSG as defined and specified in the Variation, as applicable to aeroplane model.



AMP Revision:

- (4) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the task, associated thresholds, intervals and instructions described in the Variation, as applicable to aircraft model and depending on aircraft configuration.

Recording AD Compliance:

- (5) When the AMP of an aircraft has been revised as required by paragraph (4) of this AD, as applicable, that action ensures continued accomplishment of the task as required by paragraphs (1), (2) and (3) of this AD for that aircraft. Consequently, after revising the AMP, as required by paragraph (4) 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 Variation 4.1 dated 25 June 2024.

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. This Proposed AD will be closed for consultation on 21 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.

