



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-097

Issued: 27 June 2025

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, 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: None

ATA 32 – Main Landing Gear – Replacement

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

A300 B4-2C, A300 B4-103, A300 B4-120, A300 B4-203, A300 B4-220, A300 C4-203, A300 F4-203, A300 B4-601, A300 B4-603, A300 B4-622, A300 C4-620, A300 B4-605R, A300 B4-622R, A300 F4-605R, A300 F4-622R, A300 C4-605R variant F and A300F4-608ST aeroplanes, all manufacturer serial numbers.

Definitions:

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

The SLS SB: Safran Landing Systems (SLS) Service Bulletin (SB) 470-32-846.

Affected part: Main landing gear (MLG) two-piece cage having Part Number (P/N) C66208 or P/N C66208EB.



Affected MLG: A main landing gear (MLG) (left-hand (LH) or right-hand (RH) side) having an affected part installed, except those which have passed an inspection (no finding detected or finding corrected) in accordance with the instructions of the SLS SB.

Serviceable MLG: An MLG (LH or RH side), eligible for installation in accordance with Airbus instructions, which

- Has passed an inspection (no finding detected or finding corrected) in accordance with the instructions of the SLS SB, or
- an affected MLG, having affected parts installed which accumulated less than 12 000 flight cycles (FC) and less than 8 years, whichever occurs first after the effective date of this AD, without exceeding the next planned overhaul.

Groups:

Group 1 are aeroplanes that have an affected MLG installed.

Group 2 are aeroplanes that do not have an affected MLG installed.

Reason:

Occurrences were reported of cracking of the MLG two-piece cages. Subsequent investigation determined incorrect machining before installation of the two-piece cage into the eye fitting to be the cause of the cracking.

This condition, if not corrected, could lead to structural failure of the MLG during take-off or landing, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, SLS, the MLG manufacturer, issued the SLS SB providing instructions for a one-time geometrical check of the affected parts during the MLG overhaul.

For the reasons described above, this AD requires replacement of the affected MLGs (LH and RH sides) with serviceable MLGs. This AD also introduces MLG installation restrictions on an aeroplane.

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:

Replacement:

- (1) For Group 1 aeroplanes: Before any affected MLG accumulates more than 12 000 FC or 8 years, whichever occurs first after the last accomplished overhaul of the MLG at the time of the effective date of the AD, replace that affected MLG with a serviceable MLG, as defined in this AD.

Note: The MLG replacement can be accomplished in accordance with the instructions of the applicable Airbus Aircraft Maintenance Manual task 32-11-11 PB 401.

Part(s) Installation:



- (2) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, installation of an affected MLG (LH or RH side) is allowed, provided that the MLG is a serviceable MLG and, thereafter, it is replaced as required by paragraph (1) of this AD, as applicable.
- (3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, installation of a MLG (LH or RH side) overhauled after the effective date of this AD is allowed, provided that the MLG has passed an inspection (no finding detected or finding corrected) in accordance with the instructions of the SLS SB.

Note: Operators are advised to request the (contracted) maintenance organisation, which performs the inspection of the MLG in accordance with the instructions of the SLS SB to obtain the inspection result (no finding or finding detected) and within the compliance time stated in the SLS SB report that inspection result to SLS.

Ref. Publications:

SLS SB 470-32-846 original issue dated 25 April 2025.

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 25 July 2025.
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.

