



Airworthiness Directive

AD No.: 2024-0009

Issued: 09 January 2024

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A300-600 aeroplanes

Effective Date: 23 January 2024

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2019-0090 dated 26 April 2019, EASA AD 2020-0111R2 dated 16 June 2020, EASA AD 2021-0093 dated 30 March 2021, EASA AD 2021-0204 dated 14 September 2021, EASA AD 2021-0258 dated 17 November 2021, EASA AD 2022-0192 dated 23 September 2022 and EASA AD 2023-0091 dated 05 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 A300-600 aeroplanes, all certified models, 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 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 A300-600, which are approved by EASA, are currently defined and published in the Airbus A300-600 ALS documents. The DT-ALI are specified in A300-600 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 2019-0090, AD 2020-0111 (later revised twice), AD 2021-0093, AD 2021-0204, AD 2021-0258, AD 2022-0192 and AD 2023-0091 to require accomplishment of all DT-ALI maintenance tasks and limitations as described in Airbus A300-600 ALS Part 2 Revision 03, Variation 3.1 and 3.2, Variation 3.3, Variation 3.4, Variation 3.6, Variation 3.7 and Variation 3.8, respectively.

Since those ADs were issued, Airbus published the ALS, which contains 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 2019-0090, AD 2020-0111R2, AD 2021-0093, AD 2021-0204, AD 2021-0258, AD 2022-0192 and AD 2023-0091, 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 by this AD, unless the action(s) required by this AD have been already accomplished:

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 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 the paragraphs (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 A300-600 ALS Part 2 DT-ALI Revision 04 dated 20 July 2023.

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

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 05 December 2023 as PAD 23-138 for consultation until 02 January 2024. No comments were received during the consultation period.



3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – 1IALW (Airworthiness Office),
E-mail: continued.airworthiness-wb.external@airbus.com.

