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| <b>EASA</b>  | <b>AIRWORTHINESS DIRECTIVE</b>   |                                   |
|   | <p><b>AD No.: 2012-0233</b></p> <p><b>Date: 07 November 2012</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>  |                                   |
| <p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p> |  |                                   |
| <b>Design Approval Holder's Name:</b>  |  | <b>Type/Model designation(s):</b> |
| AIRBUS   |  | A300 aeroplanes                   |
| TCDS Number:   | France No 145  |                                   |
| Foreign AD:  | Not applicable   |                                   |
| Supersedure:   | None   |                                   |
| <b>ATA 05</b>  | <b>Time Limits / Maintenance Checks – Ageing System Maintenance – Airworthiness Limitations – Introduction</b>   |                                   |
| Manufacturer(s):   | Airbus (formerly Airbus industries)  |                                   |
| Applicability:   | A300 aeroplane models, all serial numbers  |                                   |
| Reason:  | <p>The results of the Extended Service Goal (ESG) exercise for A300 series aeroplanes (75 000 flight hours (FH) or 48 000 flight cycles (FC), whichever occurs first) identified certain operational tests as Airworthiness Limitation Items (ALI), necessary to ensure the safety objectives for aeroplanes which have accumulated or exceeded 60 000 FH.</p> <p>These ALI are not fully new, since all nine tasks derive from existing Maintenance Planning Document (MPD) tasks. Consequently, the intervals of those nine tasks can no longer be escalated or retained at an interval higher than that specified in this AD for each task.</p> <p>Failure to comply with these tasks within the established maximum intervals could be detrimental to the safety of the affected aeroplanes.</p> <p>For the reasons described above, this AD requires the implementation of nine specific operational ALI test for aeroplanes which have accumulated or exceeded 60 000 FH.</p> <p>In addition, Airbus performed an analysis of the impacts of ESG activities on A300 series aeroplanes and, based on the results, this AD publishes an operational life of 75 000FH or 48 000FC, whichever occurs first, applicable to A300 system installations.</p> |                                   |
| Effective Date:  | 21 November 2012   |                                   |

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| <p>Required Action(s) and Compliance Time(s):</p> | <p>Required as indicated, unless accomplished previously.</p> <p>(1) Before exceeding 60 000 FH accumulated by the aeroplane, or within 90 days after the effective date of this AD, whichever occurs later, verify that the ALI as listed in Appendix 1 of this AD are being accomplished within the intervals as specified in Appendix 1 of this AD, as applicable. If any ALI interval is currently included in the approved Aircraft Maintenance Programme (AMP) at an interval exceeding the value specified in Appendix 1 of this AD, the AMP must be revised accordingly.</p> <p>(2) After the verification as required by paragraph (1) of this AD, within the applicable interval, accomplish each ALI task as specified in Appendix 1 of this AD.</p> <p>Note: Credit may be taken for the last accomplishment of these Aircraft Maintenance Manual (AMM) or MPD tasks to claim initial compliance with the requirements of paragraph (2) of this AD.</p> <p>(3) Compliance with the requirements of paragraph (2) of this AD can be demonstrated by:</p> <p>(3.1) Revising as follows the approved AMP, on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane:</p> <p style="padding-left: 40px;">Incorporate all ALIs specified in Appendix 1 of this AD, including each applicable (not to exceed) interval,</p> <p style="padding-left: 40px;">and</p> <p>(3.2) Complying with the approved AMP described in paragraph (3.1) of this AD.</p> <p>(4) Do not operate any A300 series aeroplanes beyond 75 000FH or 48 000FC, whichever occurs first.</p> |
| <p>Ref. Publications:</p>                         | <p>A300 MPD Revision 30, dated 01 April 2010.</p> <p>A300 AMM at latest revision, as applicable for each operator.</p>   |
| <p>Remarks:</p>                                   | <p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>2. This AD was posted on 13 April 2012 as PAD 12-029 for consultation until 11 May 2012. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</p> <p>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</p> <p>4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS – EIAW (Airworthiness Office, Telephone: + 33 5 61 18 41 39, Fax: + 33 5 61 93 44 51).</p>   |

## Appendix 1 – Not-To-Exceed Intervals Of New Airworthiness Limitation Items

| <b>MPD Task No.</b> | <b>Task description</b>  | <b>Interval<br/>(not to<br/>exceed)</b> | <b>AMM ref.</b>                 |
|---------------------|--|---|---------------------------------|
| 273311 0503 1       | ARTIFICIAL FEEL – ELEVATOR - Operational test of pitch artificial feel by comparing qualitatively operating loads in high speed and low speed configurations (with each individual hydraulic system).  | 2 500 FH                                | 273300/501                      |
| 273313 0503 1       | COMPUTER-ARTIFICIAL FEEL - Operational test of artificial feel "pitch feel" and "rudder travel" monitoring circuits (warning light test and indicating system test).   | 3 500 FH                                | 272300/501<br>and<br>273300/501 |
| 222100 0503 1       | YAW DAMPER - Operational test to verify correct operation of mechanical control between yaw damper system 2 and the rudder.  | 80 FH                                   | 222100/501                      |
| 222600 0503 1       | YAW DAMPER - Operational test to verify correct operation of mechanical control between yaw damper system 2 and the rudder.  | 80 FH                                   | 222600/501                      |
| 272411 0503 1       | SERVO CONTROL – RUDDER - Operational test of rudder servo controls (with individual hydraulic system) by moving Right Hand (RH) rudder pedal full forward and visually observe that rudder moves to the right. Check that rudder travel is confirmed on the flight control position indicator. Release RH pedal. Repeat above test by moving Left Hand rudder pedal. | 250 FH                                  | 271400/501                      |
| 275400 0503 1       | FLAP ASYMMETRY - Operational test of flap asymmetry monitoring circuit, (incl. solenoid operation).  | 500 FH                                  | 275400/501                      |
| 275400 0503 2       | FLAP PRESSURE-OFF BRAKE - Operational test of pressure-off brake.  | 1 000 FH                                | 275400/501                      |
| 278300 0503 1       | SLAT ASYMMETRY - Operational test of slat asymmetry monitoring circuit.  | 500 FH                                  | 278300/501                      |
| 278300 0503 2       | SLAT PRESSURE-OFF BRAKE - Operational test of pressure-off brake.  | 1 000 FH                                | 278300/501                      |