



## Airworthiness Directive

**AD No.:** 2017-0204

**Issued:** 12 October 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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, 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 agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

**Design Approval Holder's Name:** AIRBUS  
**Type/Model designation(s):** A300, A310, A300-600 and A300-600ST aeroplanes

**Effective Date:** 26 October 2017

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

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2013-0248 dated on 14 October 2013.

### ATA 05 – Time Limits / Maintenance Checks – Safe Life Airworthiness Limitation Items – ALS Part 1 – Amendment

#### Manufacturer(s):

Airbus (formerly Airbus Industrie)

#### Applicability:

Airbus A300, A300-600, A310 and A300-600ST aeroplanes, all certified models, all manufacturer serial numbers.

#### Reason:

The airworthiness limitations for the Airbus A300, A310, A300-600 and A300-600ST family aeroplanes, which are approved by EASA, are currently defined and published in the Airbus A300, A310 and A300-600 Airworthiness Limitations Section (ALS) documents. The Safe Life Airworthiness Limitation Items are specified in the A300, A310 and A300-600 (including the A300-600ST) ALS Part 1 documents. These instructions have been identified as mandatory for continuing airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

EASA previously issued AD 2013-0248 to require the implementation of the instructions and airworthiness limitations as specified in Airbus A300, A310 and A300-600 ALS Part 1 documents at Revision 01.



Since that AD was issued, improvement of safe life component selection and life extension campaigns resulted in life limitations changes, among others new or more restrictive life limitations, approved by EASA. Consequently, Airbus published Revision 02 of the A300, A310 and A300-600 ALS Part 1, compiling all ALS Part 1 changes approved since previous Revision 01.

For the reason described above, this AD retains the requirements of EASA AD 2013-0248, which is superseded, and requires accomplishment of the actions specified in A300 ALS Part 1 Revision 02, A310 ALS Part 1 Revision 02 and A300-600 ALS Part 1 Revision 02.

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

Required as indicated, unless accomplished previously:

Note 1: Airbus A300 ALS Part 1 Revision 02, A310 ALS Part 1 Revision 02 and A300-600 ALS Part 1 Revision 02, as applicable to aeroplane model and depending on aeroplane configuration, are hereafter collectively referred to as 'the applicable ALS' in this AD.

#### **Part(s) Replacement:**

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

#### **Aircraft Maintenance Programme (AMP) Revision:**

- (2) Within 12 months after the effective date of this AD, revise the approved AMP, on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by incorporating the instructions and associated airworthiness limitations described in the applicable ALS.

#### **Credit:**

- (3) For an AMP that, on the effective date of this AD, is already updated to incorporate the instructions and associated airworthiness limitations as specified in previous Revision of A300, A310 and A300-600 ALS Parts 1 (i.e. Revision 01), that action ensures (see Note 1 of this AD) 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 more restrictive tasks and limitations, as defined in, and within the compliance times as specified in, the applicable ALS, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and more restrictive tasks and limitations, as defined in the applicable ALS, into the AMP to comply with paragraph (2) of this AD.

#### **Recording AD compliance:**

- (4) When the AMP of an aeroplane has been revised as required by paragraph (2) or (3) of this AD, as applicable, that action ensures (see Note 2 of this AD) continued accomplishment of the tasks as required by paragraphs (1) of this AD for that aeroplane. 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 tasks is recorded for demonstration of AD compliance on a continued basis.



Note 2: For affected A300, A310, A300-600 and A300-600ST aeroplanes registered in Europe, complying with the approved AMP, as specified in paragraph (2) or (3) of this AD, as applicable, is required by Commission Regulation (EU) No [1321/2014](#), Part M.A.301, paragraph 3.

**Ref. Publications:**

Airbus A300 ALS Part 1 Revision 01 dated 05 September 2013 and Revision 02 dated 28 August 2017.

Airbus A310 ALS Part 1 Revision 01 dated 05 September 2013 and Revision 02 dated 28 August 2017.

Airbus A300-600 ALS Part 1 Revision 01 dated 05 September 2013 and Revision 02 dated 28 August 2017.

The use of later approved variations or revisions of these documents 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 31 August 2017 as PAD 17-121 for consultation until 28 September 2017. 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](mailto:ADs@easa.europa.eu).
4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – EIAW (Airworthiness Office)  
E-mail: [continued.airworthiness-wb.external@airbus.com](mailto:continued.airworthiness-wb.external@airbus.com).

