



## Airworthiness Directive

**AD No.:** 2025-0170

**Issued:** 04 August 2025

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, A300-600 and A300-600ST aeroplanes

**Effective Date:** 18 August 2025

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 32 – Main Landing Gear – Replacement

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**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 (see Note 1 of this AD).

Note 1: 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 sides) 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 (see Note 2 of this AD).

Note 2: 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 27 June 2025 as PAD 25-097 for consultation until 25 July 2025. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed ('zipped') file, attached to the record for this AD.
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. 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](mailto:continued.airworthiness-wb.external@airbus.com).

