



## Airworthiness Directive

**AD No.:** 2017-0153

**Issued:** 17 August 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:** 31 August 2017

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 32 – Landing Gear – Parking Brake Operated Valve – Replacement

#### Manufacturer(s):

Airbus (formerly Airbus Industrie)

#### Applicability:

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

#### Reason:

An occurrence was reported where yellow hydraulic system, including both braking accumulators, was lost. This was confirmed by ECAM warnings and single chimes during taxiing. Normal braking on green hydraulic circuit was used until aeroplane stopped at parking position. A few seconds later, the aeroplane slowly accelerated, until colliding with a wall and a bus. The crew reported that the parking brake was selected and full braking pedals were applied, but with no effect since normal braking was inhibited after Parking Brake was set to ON. Investigation results identified that this occurrence was due to failure of the parking brake operated valve (PBOV), Part Number (P/N) A25315-1.

This condition, if not corrected, could lead to further incidents, possibly resulting in damage to the aeroplane and injury to persons on the ground.

Prompted by this event, Airbus issued Service Bulletin (SB) A300-32-0467, SB A310-32-2151, SB A300-32-6117 and SB A300-32-9023, as applicable, to provide instructions for in-service installation



of the PBOV P/N A25315020-2 introduced by Airbus Modification 13201 for A300/A310/A300-600 and Airbus Modification 19601 for A300-600ST.

For the reason described above, this AD requires replacement of the PBOV P/N A25315-1 by PBOV P/N A25315020-2.

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

Required as indicated, unless accomplished previously:

Note 1: Airbus SB A300-32-0467, SB A310-32-2151, SB A300-32-6117 and SB A300-32-9023, as applicable, are hereafter collectively referred to as “the applicable SB” in this AD.

#### **Modification(s):**

- (1) Within 60 months after the effective date of this AD, replace the PBOV P/N A25315-1 with a PBOV P/N A25315020-2 in accordance with the instructions of the applicable SB.

#### **Parts Installation:**

- (2) After modification of an aeroplane as required by paragraph (1) of this AD, do not install any PBOV P/N A25315-1 on that aeroplane.
- (3) For an aeroplane that, on the effective date of this AD, has PBOV P/N A25315020-2 installed: from the effective date of this AD do not install any PBOV P/N A25315-1 on that aeroplane.

#### **Ref. Publications:**

Airbus SB A300-32-0467 original issue, dated 04 July 2017.

Airbus SB A310-32-2151 original issue, dated 04 July 2017.

Airbus SB A300-32-6117 original issue, dated 04 July 2017.

Airbus SB A300-32-9023, original issue, dated 04 July 2017.

The use of later approved 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 07 July 2017 as PAD 17-094 for consultation until 04 August 2017. 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. 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).

