



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 19-113

**Issued:** 02 July 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AIRBUS

**Type/Model designation(s):**

A300 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 29 – Hydraulic Power – Hydraulic Reservoir Air Pressurization System Lines – Functional Test

#### Manufacturer(s):

Airbus, formerly Airbus Industrie

#### Applicability:

Airbus A300 aeroplanes, all certified models, all manufacturer serial numbers.

#### Definitions:

For the purpose of this AD, the following definitions apply:

**The SB:** Airbus Service Bulletin (SB) A300-29-0128.

#### Reason:

An occurrence was reported where the bleed and air conditioning systems on an A300-600 aeroplane were contaminated by hydraulic fluid. Investigation results identified that hydraulic fluid contaminations had caused the failure of check valves installed on the hydraulic reservoir air pressurization system.



This condition, if not detected and corrected, could lead to leakage of pressurization check valves, and, in case of pressurization pipe rupture, to loss of a hydraulic system, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB providing instructions for a functional check of the reservoir air pressurization lines to detect potential rupture.

For the reasons described above, this AD requires repetitive pressurization tests of the reservoir air pressurization lines and, depending on findings, repair or replacement of parts.

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

Required as indicated, unless accomplished previously:

#### **Functional Test:**

- (1) Within 18 months after the effective date of this AD, and, thereafter, at intervals not exceeding 4 000 flight hours, accomplish a functional test of the reservoir air pressurization lines of the three hydraulic circuits (green, yellow and blue) in accordance with the instructions of the SB.

#### **Corrective Action(s):**

- (2) If, during any test as required by paragraph (1) of this AD, the reservoir pressure indicators do not reach 3.5 bars (50 PSI), before next flight, repair or replace the affected hydraulic pipe(s) in accordance with the instructions of the SB.

#### **Terminating Action:**

- (3) None.

#### **Reporting:**

- (4) Within 30 days after accomplishment of each test as required by paragraph (1) of this AD, or repair or replacement of any hydraulic pipe(s) as required by paragraph (2) of this AD, as applicable, report that action to Airbus. This can be done in accordance with the instructions of the SB.

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

Airbus SB A300-29-0128 original issue dated 04 June 2019.

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

#### **Remarks:**

1. This Proposed AD will be closed for consultation on 30 July 2019.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred



on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).

4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – EIAW (Airworthiness Office)  
E-mail: [continued.airworthiness-wb.external@airbus.com](mailto:continued.airworthiness-wb.external@airbus.com).

