Airworthiness Directive

AD No.: 2022-0116

Issued: 21 June 2022

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 aeroplanes

Effective Date: 05 July 2022

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: None

ATA 29 – Hydraulic Power – Hydraulic System Reservoirs Pressurization – Functional Check

---

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A300B2-203, A300B2K-3C, A300B4-203, A300B4-2C, A300C4-203 and A300F4-203 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A300-29-0129.

Reason:

The three hydraulic system reservoirs are pressurized by air, coming from the engine or the auxiliary power unit bleed air duct, or from the ground connection. Air tightness of the pressurization system of the reservoirs is achieved by check valves that are located on the respective pressurization lines and on top of each hydraulic reservoir. It has been determined that, in case of internal system pollution, most likely coming from corroded unions at pressurization lines level, there is a risk of contamination of the check valves.

This condition, if not detected and corrected, could lead to hydraulic reservoir pressurization issues and, if combined with an air pressurization line rupture, to loss of hydraulic systems, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB to provide instructions for functional checks of the pressurization of the hydraulic system reservoirs, to detect air leakage.

For the reasons described above, this AD requires repetitive functional checks of the three hydraulic reservoirs, and, depending on findings, accomplishment of applicable corrective action(s). This AD also requires reporting of the inspection results to Airbus.

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

Required as indicated, unless accomplished previously:

Repetitive Functional Check(s):

(1) Within 30 months after the effective date of this AD, and, thereafter, at intervals not exceeding 4 000 flight hours, accomplish a functional check of the pressurization of all three hydraulic system reservoirs in accordance with the instructions of the SB.

Corrective Action(s):

(2) If, during any functional check as required by paragraph (1) of this AD, any discrepancies are detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

Reporting:

(3) Within 30 days after accomplishment of the first functional check as required by paragraph (1) of this AD, report the results, including no findings, to Airbus. Thereafter, within 30 days after each functional check as required by paragraph (1) of this AD, report the results to Airbus only in case of findings. This can be accomplished in accordance with the instructions of the SB.

Terminating Action:

(4) None.

Ref. Publications:

Airbus SB A300-29-129 original issue dated 11 May 2022.

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 17 May 2022 as PAD 22-058 for consultation until 14 June 2022. 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.

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 – IIAW (Airworthiness Office),
E-mail: continued.airworthiness-wb.external@airbus.com.