



## Airworthiness Directive

**AD No.:** 2022-0060

**Issued:** 01 April 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

### Type/Model designation(s):

A300-600, A300-600ST and A310 aeroplanes

**Effective Date:** 15 April 2022

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section Part 3 / Certification Maintenance Requirements – Amendment

### Manufacturer(s):

Airbus, formerly Airbus Industrie

### Applicability:

Airbus A300-600 and A300-600ST aeroplanes, all certified models, all manufacturer serial numbers (MSN); and

Airbus A310 aeroplanes, all certified models, all MSN.

### Definitions:

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

**The Variation:** Airbus A300-600 (including A300-600ST) Airworthiness Limitations Section (ALS) Part 3 Revision 1, Variation 1.2, and Airbus A310 ALS Part 3 Revision 1, Variation 1.2, both introducing the new Certification Maintenance Requirement (CMR) task 291000-00004-1-C "Main and Auxiliary (Hydraulic Power) – Functional Check of the 3 Hydraulic Reservoirs for Air Leakage".



Note 1: Aircraft Maintenance Manual (AMM) task 29-14-00 PB501 will contain instructions to perform the new CMR task. This task will be added with the next AMM revision scheduled on 01 June 2022. AMM advance copies can be made available upon request to Airbus.

**The AMP:** The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane. For aeroplanes operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph (c).

**New and/or more restrictive tasks:** This includes all tasks that are new and all tasks for which a threshold or interval was reduced, which were introduced through the Variation (as defined in this AD) since the previous ALS Revision that is currently incorporated in the AMP.

#### Reason:

The airworthiness limitations and certification maintenance instructions for Airbus A300-600, A300-600ST and A310 aeroplanes, which are approved by EASA, are currently defined and published in the A300-600 and A310 ALS documents. These instructions have been identified as mandatory for continued airworthiness.

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

EASA previously issued AD 2017-0203 and AD 2019-0188 to require accomplishment of all maintenance tasks as described in Airbus A300-600 and A310 ALS Part 3 Revision 1 and Variation 1.1 (introducing a functional test of the reservoir air pressurization lines for pipe rupture) respectively.

Since those ADs were issued, Airbus published the Variation, as defined in this AD, which contains new and/or more restrictive tasks.

For the reason described above, this AD requires accomplishment of the tasks specified in the Variation. EASA AD 2017-0203 and AD 2019-0188 are not superseded by this AD.

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

Required as indicated, unless accomplished previously:

#### Maintenance Tasks:

- (1) From the effective date of this AD, accomplish all applicable maintenance tasks within the thresholds, intervals and compliance times (see Note 2 of this AD) as specified in the Variation, as applicable to aeroplane model and depending on aeroplane configuration.

Note 2: For the purpose of this AD, in addition to the thresholds and intervals, the 'Compliance Time' pages of the ALS define specific compliance times for certain tasks.

#### Corrective Action(s):

- (2) In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, before next flight, accomplish the applicable corrective action(s) in accordance with the applicable Airbus maintenance documentation. If a detected discrepancy cannot be



corrected by using existing Airbus instructions, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

#### **AMP Revision:**

- (3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the tasks and associated thresholds and intervals described in the Variation, as applicable to aeroplane model and depending on aeroplane configuration.

#### **Recording AD Compliance:**

- (4) When the AMP of an aeroplane has been revised as required by paragraph (3) of this AD, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP as required by paragraph (3) of this AD, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

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

Airbus A300-600 (including A300-600ST) ALS Part 3 Revision 1, Variation 1.2, dated 16 December 2021.

Airbus A310 ALS Part 3 Revision 1, Variation 1.2, dated 16 December 2021.

The use of later approved revisions or variations of the above-mentioned documents, or of an ALS revision which includes the technical content of the Variation(s), 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 January 2022 as PAD 22-009 for consultation until 28 February 2022. 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 – IIAW (Airworthiness Office),  
E-mail: [continued.airworthiness-wb.external@airbus.com](mailto:continued.airworthiness-wb.external@airbus.com).

