



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 22-009

**Issued:** 31 January 2022

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):**

A300-600, A300-600ST and A310 aeroplanes

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

**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 A310 aeroplanes, all certified models, all manufacturer serial numbers (MSN);  
and  
Airbus A300-600ST aeroplanes, 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 20-14-00 PB501 contains instructions to perform the new CMR task.

**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 AD were issued, Airbus published the Variation, as defined in this AD.

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 and intervals (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, the thresholds and intervals as defined in the 'Compliance Time' pages of the ALS include 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. This Proposed AD will be closed for consultation on 28 February 2022.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – IIAW (Airworthiness Office),  
E-mail: [continued.airworthiness-wb.external@airbus.com](mailto:continued.airworthiness-wb.external@airbus.com).

