



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-058

Issued: 17 May 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 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 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. This Proposed AD will be closed for consultation on 14 June 2022.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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.

