EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 09-092 **Date: 15 July 2009** Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 closing date indicated.

Type Approval Holder's Name :	**Type/Model designation(s) :**
AIRBUS	A300, A310, A300-600 and A300-600ST aeroplanes

TCDS Number :	France No. 145 and EASA.A.014
Foreign AD :	Not applicable
Supersedure :	None

ATA 26, 29	**Fire Protection / Hydraulic Power - Air Pressurisation Check Valves – Identification / Replacement**
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE).
Applicability:	AIRBUS A300, A310 and A300-600 aeroplanes, all certified models, all serial numbers, and AIRBUS A300F4-608ST aeroplanes, all serial numbers, if Crissair check valves P/N 2S2794-1 are installed.
Reason:	In the past, some operators have reported difficulties to pressurise the hydraulic reservoirs, due to leakage of the Crissair reservoir air pressurisation check valves. In some cases, the air conditioning system was contaminated with hydraulic mist. The leakage of the check valves was caused by an incorrect spring material. The affected Crissair check valves Part Number (P/N) 2S2794 were replaced in the past with improved check valves P/N 2S2794-1 in accordance with Airbus Service Information Letter 29-020. More recently, similar issues were again reported on aeroplanes with Crissair check valves P/N 2S2794-1 installed. The investigations carried out on those check valves have shown that a spring, mounted inside the valve, does not meet the Airbus type design specifications. This situation, if not corrected, can cause hydraulic system functional degradation, possibly resulting in reduced control of the aeroplane when combined with an air duct leak, air conditioning system contamination or, if installed, malfunction of the fire extinguishing system in the Class 'C' cargo compartment. For the reasons described above, EASA AD 2008-0166 was issued to require the inspection of the Crissair check valves P/N 2S2794-1, to identify serial numbers (s/n) and the replacement of the affected ones with serviceable units.

<table>
<tr><td></td><td>Later on, further investigation by the vendor Crissair revealed more suspect check valves P/N 2S2794-1. Based on this, it was concluded that EASA AD 2008-0166 did not adequately address the unsafe condition and also did not correctly identify the Functional Item Numbers (FIN) of the various aeroplane installations of the affected valves. Consequently, EASA AD Cancellation Notice No.: 2008-0166-CN was issued on 29 October 2008 to cancel EASA AD 2008-0166.

An updated list of suspect check valves with P/N 2S2794-1 has now been issued by Crissair Inc., the manufacturer. Consequently, this EASA AD requires the identification of the check valves by s/n and the replacement of the affected ones with serviceable units.</td></tr>
<tr><td>Effective Date:</td><td>[TBD: 14 days after final AD issue date]</td></tr>
<tr><td>Required Action(s) and Compliance Time(s):</td><td>Required as indicated, unless accomplished previously:

(1) Within the time period indicated in Table 1 of this AD, identify the Serial Number (S/N) of Crissair check valves P/N 2S2794-1, using Appendix 1 (complete list for aeroplane not already compliant with EASA AD 2008-0166 requirements) or Appendix 2 (additional list for aeroplane already compliant with EASA AD 2008-0166 requirements) of Airbus Service Bulletin (SB) A300-29-0124 Revision 02, SB A310-29-2097 Revision 01, SB A300-29-6060 Revision 01 or SB A300-29-9009 Revision 02, as applicable to aeroplane model, and apply corrective actions, in accordance with the instructions of Airbus SB A300-29-0124 Revision 02, SB A310-29-2097 Revision 01, SB A300-29-6060 Revision 01 or SB A300-29-9009 Revision 02, as applicable to aeroplane model.

Note: Check Valves PN 2S2794-1 marked with "R" have already been modified per Vendor Service Bulletin No. 20070407-29-1 and do not need to be replaced. Check valves PN 2S2794 are not affected.

<table>
<tr><td colspan="2">- Table 1 -</td></tr>
<tr><td>Affected check valve installation, identified by FIN (Functional Item Number):</td><td>Compliance time:</td></tr>
<tr><td>Hydraulic System (all aeroplanes) - FIN 29/1388, FIN 29/2388 and FIN 29/3388

Cargo Compartment Fire Extinguishing System, equipped with Flow Metering System (A310 and A300-600 aeroplanes “post Airbus modification 06403” only) - FIN 26/0203</td><td>Within 4 months after the effective date of this AD</td></tr>
<tr><td>Hydraulic System (all aeroplanes) - FIN 29/1378, FIN 29/1382 and FIN 29/1394

Hydraulic System (A300 aeroplane Configuration 01 “pre Airbus modification 03079” only) - FIN 29/1381</td><td>Within 30 months after the effective date of this AD</td></tr>
</table>

(2) After replacement of all affected check valves on an aeroplane, as required by paragraph (1) of this AD, do not install any Crissair P/N 2S2794-1 check valve on that aeroplane, unless it has a serial number other than those listed in AIRBUS SB A300-29-0124 Revision 02, A310-29-2097 Revision 01, A300-29-6060 Revision 01 or A300-29-9009 Revision 02, or unless check valve PN 2S2794-1 is marked with ‘R’.

(3) Within 3 weeks after the inspection, fill in the inspection reporting sheet in</td></tr>
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	accordance with the instructions of AIRBUS SB A300-29-0124 Revision 02, A310-29-2097 Revision 01, A300-29-6060 Revision 01 or A300-29-9009 Revision 02 as applicable to aeroplane model and send it to AIRBUS (E-mail: sb.reporting@airbus.com).
Ref. Publications:	AIRBUS Service Bulletins: A300-29-0124 Revision 02 A310-29-2097 Revision 01 A300-29-6060 Revision 01 A300-29-9009 Revision 02 The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	1. This Proposed AD will be closed for consultation on 29 July 2009. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS – EAW (Airworthiness Office) Telephone + 33 5 61 93 36 96, Fax + 33 5 61 93 44 51