

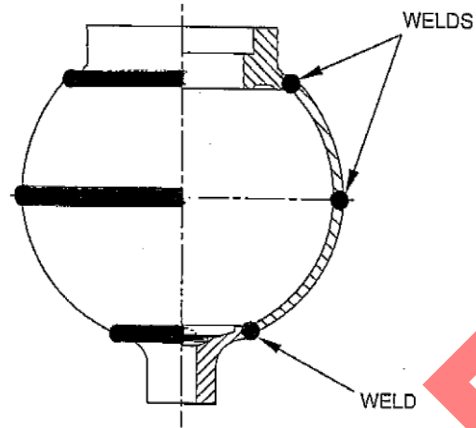
<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2014-0018</b></p> <p><b>Date: 16 January 2014</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Design Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A300, A300-600, A300-600ST and A310 aeroplanes</p>
<p>TCDS Numbers : France No. 145 and EASA.A.014</p>	
<p>Foreign AD : None</p>	
<p>Supersedure : This AD supersedes EASA AD 2011-0006 dated 17 January 2011.</p>	
<b>ATA 29</b>	<b>Hydraulic Power – Hydraulic Accumulator – Inspection / Replacement / Placard Installation</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>A300, A310 and A300-600 aeroplanes, all certified models, all Manufacturer Serial Numbers (MSN),</p> <p>A300F4-608ST aeroplanes, all MSN.</p>
Reason:	<p>Since 1984, the design of the hydraulic accumulator installed on all affected Airbus types has changed. The Part Number (P/N) remained the same, but the manufacturer did not record the serial number of the part that was the first to be manufactured to the changed design specification.</p> <p>The new design hydraulic accumulator is manufactured with 2 parts and 1 weld, instead of 4 parts with 3 welds (old design) as pictured in Appendix 1 of this AD. The welding process of the new design hydraulic accumulator provides a higher strength to the shell material and more reliability.</p> <p>An analysis conducted by the manufacturer showed a particular risk for explosive failure of the old design hydraulic accumulator.</p> <p>This condition, if not detected and corrected, might, for some aeroplane installations, lead to damage to all three hydraulic circuits, possibly resulting in loss of control of the aeroplane or could, for certain other aeroplane installations, lead to an undetected fire in the wheel bay.</p> <p>To address this potential unsafe condition, EASA issued AD 2011-0006 that required a one-time detailed visual inspection to identify the old design accumulators installed on certain hydraulic systems and replacement of those</p>

	<p>accumulators with new design accumulators and, depending on findings, installation of warning placards to avoid installation of old designed accumulators on the affected hydraulic systems.</p> <p>By the end of 2012, further analysis identified an incompatibility of the self-adhesive placard required by EASA AD 2011-0006 with Skydrol, which are consequently unsuitable for installation in the MLG wheel bay.</p> <p>For the reason described above, this AD retains the requirements of EASA AD 2011-0006, which is superseded, and requires replacement of placards previously installed on aeroplanes.</p>									
Effective Date:	30 January 2014									
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p><b>Restatement of the requirements of EASA AD 2011-0006:</b></p> <p>(1) Within 30 months or 6 000 flight hours (FH), whichever occurs first after 31 January 2011 [the effective date of EASA AD 2011-0006], accomplish the actions as specified in paragraphs (1.1), (1.2) and (1.3) of this AD:</p> <p>(1.1) Accomplish a detailed visual inspection of each type 5 hydraulic accumulator, P/N 3059103-1, P/N 3059103-2, P/N 3059103-8 and P/N 3059103-9, to determine if an old design accumulator is installed (see Appendix 1 of this AD) on the affected hydraulic circuits indicated in Table 1 of this AD, as applicable to aeroplane model, in accordance with the instructions of Airbus Service Bulletin (SB) A300-29-0126 Revision 01, SB A310-29-2099, SB A300-29-6063, or SB A300-29-9012, as applicable to aeroplane model.</p> <p style="text-align: center;">Table 1</p> <table border="1"> <thead> <tr> <th>Affected aeroplanes</th><th>Affected hydraulic circuit(s)</th></tr> </thead> <tbody> <tr> <td>A300, without Airbus Modification (Mod) 02447 embodied in production</td><td>Blue and Green</td></tr> <tr> <td>A300, with Airbus Mod 02447 embodied in production</td><td rowspan="2">Blue</td></tr> <tr> <td>A300-600 and A300F4-608ST</td></tr> <tr> <td>A310</td><td>Green</td></tr> </tbody> </table> <p>(1.2) If, during the visual inspection as required by paragraph (1.1) of this AD, an old design hydraulic accumulator is found installed on any of the affected hydraulic circuits as indicated in Table 1 of this AD, as applicable to aeroplane model, replace each affected old design accumulator with a new design accumulator in accordance with the instructions of Airbus SB A300-29-0126 Revision 01, SB A310-29-2099, SB A300-29-6063, or SB A300-29-9012, as applicable to aeroplane model.</p> <p><b>New requirements of this AD:</b></p> <p>(1.3) Irrespective of findings during the visual inspection as required by paragraph (1.1) of this AD, install placards at the designated locations of the affected hydraulic circuits indicated in Table 1 of this AD, as applicable to aeroplane model, in accordance with the instructions of Airbus SB A300-29-0127 Revision 01, SB A310-29-2100 Revision 01, SB A300-29-6064 Revision 01, or SB A300-29-9013 Revision 01, as applicable to aeroplane model.</p>	Affected aeroplanes	Affected hydraulic circuit(s)	A300, without Airbus Modification (Mod) 02447 embodied in production	Blue and Green	A300, with Airbus Mod 02447 embodied in production	Blue	A300-600 and A300F4-608ST	A310	Green
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A300, with Airbus Mod 02447 embodied in production	Blue									
A300-600 and A300F4-608ST										
A310	Green									

	<p>(2) Within 30 months or 6 000 FH, whichever occurs first after the effective date of this AD, replace the placards at the designated locations of the affected hydraulic circuits, as indicated in Table 1 of this AD, as applicable to aeroplane model, in accordance with the instructions of Airbus SB A300-29-0127 Revision 01, SB A310-29-2100 Revision 01, SB A300-29-6064 Revision 01, or SB A300-29-9013 Revision 01, as applicable to aeroplane model, on any aeroplane which has already been modified in accordance with the original issue of these same SB.</p> <p>(3) Do not install an old design accumulator on an aeroplane, as required by paragraph (3.1) or (3.2), as applicable.</p> <p>(3.1) For aeroplanes that, on the effective date of this AD, have an old design accumulator installed on the affected hydraulic circuits indicated in Table 1 of the AD: After modification of an aeroplane as required by paragraph (1.2) of this AD.</p> <p>(3.2) For aeroplanes that, on the effective date of this AD, have a new design accumulator installed on the affected hydraulic circuits indicated in Table 1 of the AD: From the effective date of this AD.</p>
Ref. Publications:	<p>Airbus SB A300-29-0126 Revision 01 dated 12 October 2010.</p> <p>Airbus SB A300-29-0127 Revision 01 dated 08 July 2013.</p> <p>Airbus SB A310-29-2099 original issue dated 12 August 2010.</p> <p>Airbus SB A310-29-2100 Revision 01 dated 03 July 2013.</p> <p>Airbus SB A300-29-6063 original issue dated 12 August 2010.</p> <p>Airbus SB A300-29-6064 Revision 01 dated 08 July 2013.</p> <p>Airbus SB A300-29-9012 original issue dated 12 August 2010.</p> <p>Airbus SB A300-29-9013 Revision 01 dated 08 July 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 15 August 2013 as PAD 13-118 for consultation until 12 September 2013 and republished on 23 September as PAD 13-118R1 for consultation until 07 October 2013. The Comment Response Documents can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EIAW (Airworthiness Office), E-mail: <a href="mailto:continued.airworthiness-wb.external@airbus.com">continued.airworthiness-wb.external@airbus.com</a>.</li> </ol>

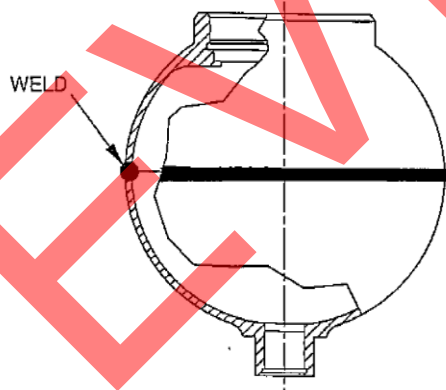
**Appendix 1**

**HYDRAULIC ACCUMULATOR** : designed with 4 parts and 3 welds



**OLD DESIGN**

**HYDRAULIC ACCUMULATOR** : designed with 2 parts and 1 weld



**NEW DESIGN**