


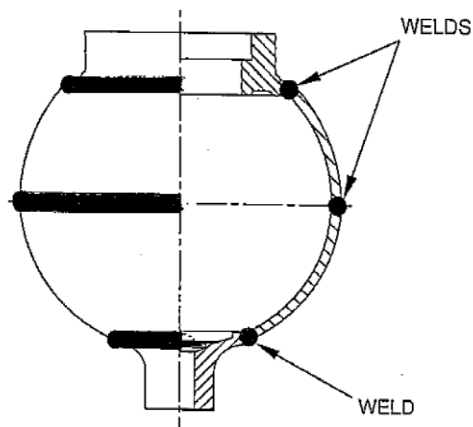
EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-118</p> <p>Date: 15 August 2013</p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>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.</p>	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : A300, A300-600, A300-600ST and A310 aeroplanes
TCDS Numbers : France No. 145 and EASA.A.014	
Foreign AD : None	
Supersedure : This AD supersedes EASA AD 2011-0006 dated 17 January 2011.	
ATA 29	Hydraulic Power – Hydraulic Accumulator – Inspection / Replacement / Placards Installation
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	A300, A310 and A300-600 aeroplanes, all certified models, all Manufacturer Serial Numbers (MSN), A300F4-608ST aeroplanes, all MSN.
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 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>EASA issued AD 2011-0006 which required a one-time detailed visual inspection to identify the old design accumulators installed on certain hydraulic systems, the replacement of those accumulators by new design accumulators</p>

	<p>and, depending on findings, the 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 AD 2011-0006, which is superseded, and requires the replacement of placards previously installed on aeroplanes.</p>									
Effective Date:	[TBD: 14 days after final AD issue date]									
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Restatement of the requirements of EASA AD 2011-0006:</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 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>New requirements of this AD:</p> <p>(2.1.) 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
Affected aeroplanes	Affected hydraulic circuit(s)									
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A300, with Airbus Mod 02447 embodied in production	Blue									
A300-600 and A300F4-608ST										
A310	Green									

	<p>(2.2) 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>
Ref. Publications:	<p>Airbus SB A300-29-0126 Revision 01 dated 12 October 2010. Airbus SB A300-29-0127 Revision 01 dated 08 July 2013. Airbus SB A310-29-2099 original issue dated 12 August 2010. Airbus SB A310-29-2100 Revision 01 dated 08 July 2013. Airbus SB A300-29-6063 original issue dated 12 August 2010. Airbus SB A300-29-6064 Revision 01 dated 08 July 2013. Airbus SB A300-29-9012 original issue dated 12 August 2010. 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"> 1. This Proposed AD will be closed for consultation on 12 September 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive 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 – EIAW (Airworthiness Office), E-mail: continued.airworthiness-wb.external@airbus.com.

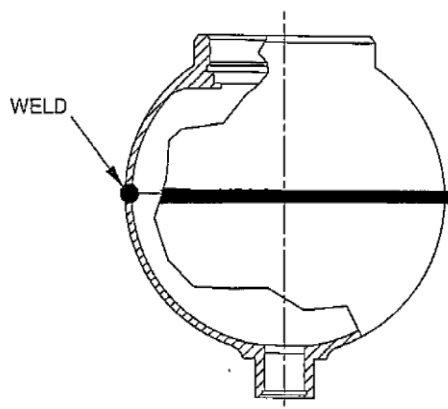
Appendix 1

HYDRAULIC ACCUMULATOR : designed with 4 parts and 3 welds



OLD DESIGN

HYDRAULIC ACCUMULATOR : designed with 2 parts and 1 weld



NEW DESIGN