Airworthiness Directive

AD No.: 2019-0190

Issued: 31 July 2019

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:
AIRBUS

Type/Model designation(s):
A300 aeroplanes

Effective Date: 31 August 2019
TCDS Number(s): EASA.A.172
Foreign AD: Not applicable
Supersedure: None

ATA 29 – Hydraulic Power – Hydraulic Reservoir Air Pressurization System Lines – Functional Tests

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Manufacturer(s):
Airbus, formerly Airbus Industrie

Applicability:
Airbus A300 aeroplanes, all certified models, all manufacturer serial numbers.

Definitions:
For the purpose of this AD, the following definitions apply:

The SB: Airbus Service Bulletin (SB) A300-29-0128.

Reason:
An occurrence was reported where the bleed and air conditioning systems on an A300-600 aeroplane were contaminated by hydraulic fluid. Investigation results identified that hydraulic fluid contaminations had caused the failure of check valves installed on the hydraulic reservoir air pressurization system.

This condition, if not detected and corrected, could lead to leakage of pressurization check valves, and, in case of pressurization pipe rupture, to loss of a hydraulic system, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB providing instructions for a functional test of the reservoir air pressurization lines to detect potential rupture.

For the reasons described above, this AD requires repetitive pressurization tests of the reservoir air pressurization lines and, depending on findings, repair or replacement of parts.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Functional Test(s):

(1) Within 19 months after the effective date of this AD, and, thereafter, at intervals not exceeding 4 000 flight hours, accomplish a functional test of the reservoir air pressurization lines of the three hydraulic circuits (green, yellow and blue) in accordance with the instructions of the SB.

Corrective Action(s):

(2) If, during any test as required by paragraph (1) of this AD, the reservoir pressure indicators do not reach 3.5 bars (50 PSI), before next flight, identify the leak and repair or replace the affected hydraulic pipe(s) in accordance with the instructions of the SB.

Terminating Action:

(3) None.

Reporting:

(4) Within 30 days after accomplishment of each test as required by paragraph (1) of this AD, or repair or replacement of any hydraulic pipe(s) as required by paragraph (2) of this AD, as applicable, report that action to Airbus. This can be done in accordance with the instructions of the SB.

Ref. Publications:

Airbus SB A300-29-0128 original issue dated 04 June 2019.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 02 July 2019 as PAD 19-113 for consultation until 30 July 2019. The Comment Response Document can be found in the EASA Safety Publications Tool, in the compressed (zipped) file attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on

a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – EIAW (Airworthiness Office)
E-mail: continued.airworthiness-wb.external@airbus.com.