


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p style="text-align: center;"><b>AD No.: 2006 – 0285R1</b></p> <p style="text-align: center;"><b>Date: 13 November 2006</b></p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p><b>Type Approval Holder's Name:</b></p> <p>AIRBUS SAS</p>	<p><b>Type/Model designations:</b></p> <p>A310 and A300-600 aircraft</p>	
<p>TCDS Number: France No 145</p>		
<p>Foreign AD: None</p>		
<p>Supersedure/Revision: EASA AD 2006-0285.</p>		
<p><b>ATA 24, 29, 36</b></p>	<p><b>Ageing Transport Systems Rulemaking Advisory Committee (ATSRAC) Aged aircraft design improvements and inspection against potential unsafe conditions</b></p>	
<p>Manufacturer:</p>	<p>AIRBUS (formerly AIRBUS INDUSTRIE)</p>	
<p>Applicability:</p>	<p>AIRBUS 310 and A300-600 aircraft, all certified models and all serial numbers. The applicability for each of the actions required by this directive is identified in each relevant "Action" paragraph of the Compliance-section of this Airworthiness Directive (AD)</p>	
<p>Reason:</p>	<p>Subsequent to the accidents to the SWR MD11 and the Boeing 747-131 (flight TWA 800), the FAA has issued in July 1996 an Aging Non-structural Systems plan to address the White House Commission an Aviation Safety and Security (WHCSS) report.</p> <p>To help to fulfil the actions specified in this Aging System Plan, the FAA set-up in January 1999 an Ageing Transport Systems Rulemaking Advisory Committee (ATSRAC) to investigate the potential safety issues in aging aircraft as a result of wear and degradation in their operating systems.</p> <p>Under this plan, all Holders of type Certificates aircraft are required to conduct a design review, to preclude the occurrence of potential unsafe conditions as the aircraft aged.</p> <p>Further to AIRBUS investigations on this subject, corrected measures intended to improve the design of A310 and A300-600 fleet against potential unsafe conditions as the aircraft aged, are rendered mandatory by this AD.</p>	

	<p>The purpose of revision 1 of this AD is :</p> <ul style="list-style-type: none"> <li>- to reduce, for the action 3, the applicability paragraph by limiting this action to A310 aircraft equipped with EATON (former VICKERS) electrical pumps, and by referring the original issue of SB A310-29-2036 (in addition to the later ones).</li> </ul>
Effective Date:	27 November 2006
Compliance:	<p>The actions below are rendered mandatory from 28 September 2006 [effective date of AD 2006-0285 at original issue], unless already accomplished:</p> <p><b><u>Action No 1</u></b></p> <p>Applicable to:</p> <ul style="list-style-type: none"> <li>- A310 aircraft, all certified models and all serial numbers having received AIRBUS modification No. 05911 and/or 05910, or having received application of either AIRBUS Service Bulletin (SB) A310-24-2014 or A310-24-2099 in service.</li> <li>- A300-600 aircraft, all certified models and all serial numbers having received in production AIRBUS modification No. 06213, or having received application of SB A300-24-6008 (modification n°06214) in service,</li> </ul> <p>except aircraft on which AIRBUS modification No. 10510 has been embodied in production or aircraft on which SB A310-24-2056 original issue up to revision 2 included, or SB A300-24-6045 original issue up to revision 5 included has been embodied in service.</p> <p>Within 36 months from 28 September 2006 [effective date of AD 2006-0285 at original issue], modify the emergency routing under floor at pressure seal interface plates between FR52 and FR53 in accordance with the instructions given in SB A310-24-2056 revision 2 or A300-24-6045 revision 5.</p> <p><b><u>Action No 2</u></b></p> <p>Applicable to A310 aircraft, all certified models, manufacturing serial numbers (MSN) 0162 up to MSN 0706 included and A300-600 aircraft, all certified models, MSN 0252 up to 0794 included,</p> <p>except aircraft on which the one-time detailed visual inspection in accordance with SB A310-24-2079 original issue or revision 1, or SB A300-24-6069 original issue or revision 1 has been performed in service.</p> <p>Within 36 months from 28 September 2006 [effective date of AD 2006-0285 at original issue], perform a one-time detailed visual inspection of the routes 1P and 2P between the rear panel 120VU and the circuit breaker panel 800VU located in the forward compartment and in case of finding, repair chafed or burned wiring, damaged clamps and introduce self-vulcanising silicone tape for wrapping the cable bundle at each clamping position in accordance with the instructions given in SB A310-24-2079 revision 1 or A300-24-6069 revision 1.</p> <p><b><u>Action No 3</u></b></p> <p>Applicable to A310 aircraft, all certified models and all serial numbers equipped with EATON (formerly VICKERS) electrical pumps, except aircraft on which AIRBUS modification No. 10017 has been embodied in production or aircraft on which SB A310-29-2036 original issue or revision 1 or revision 2 or revision 3 has been embodied in service.</p>

	<p>Within 36 months from 28 September 2006 [effective date of AD 2006-0285 at original issue], secure the electrical routing 1P, 2P and the hydraulic line running to pump 11GE, in the hydraulic bay at FR54 by changing the routes and by adding a spacer and a clamp enabling to avoid any chafing between them, in accordance with the instructions given in SB A310-29-2036 revision 3.</p> <p><b><u>Action No 4</u></b></p> <p>Applicable to A310 aircraft, all certified models and all serial numbers, except aircraft on which AIRBUS modification No. 06447 has been embodied in production or aircraft on which SB A310-36-2010 revision 2 or revision 3 has been embodied in service.</p> <p>Within 36 months from 28 September 2006 [effective date of AD 2006-0285 at original issue], relocate the temperature sensors and modify the associated wires in accordance with the instructions of the SB A310-36-2010 revision 3.</p>
Ref. Publications:	<p>AIRBUS Service Bulletins :</p> <p>A310-24-2056 original issue or revision 1 or revision 2</p> <p>A300-24-6045 original issue or revision 1 or revision 2 or revision 3 or revision 4 or revision 5</p> <p>A310-24-2079 original issue or revision 1</p> <p>A300-24-6069 original issue or revision 1</p> <p>A310-29-2036 original issue or revision 1 or revision 2 or revision 3</p> <p>A310-36-2010 revision 2 or revision 3</p> <p>or later approved revisions.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</li> <li>2. This AD was posted as PAD 06-154 for consultation on 23 June 2006 with a comment period until 24 July 2006. The Comment Response Document can be found at <a href="http://ad.easa.eu.int/">http://ad.easa.eu.int/</a> .</li> <li>3. Enquiries regarding this Airworthiness Directive should be referred to the Airworthiness Directive Focal Point - Certification 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 – EAW (Airworthiness Office, Ph. :+ 33 5 61 93 36 96, Fax :+ 33 5 61 93 44 51).</li> </ol>