


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2008-0181</p> <p>Date: 01 October 2008</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 EC 1702/2003, Part 21A.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>		
Type Approval Holder's Name :		Type/Model designation(s) :
AIRBUS SAS		A300, A310 and A300-600 aircraft
TCDS Number :	France No 145	
Foreign AD :	Not applicable	
Supersedure :	None	
ATA 54		
Nacelles / Pylons – Pylon Side Panels at Rib 8 – Inspection		
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	<p>Airbus A300B2-1C, A300B2-203, A300B2K-3C, A300B4-103, A300B4-120, A300B4-203, A300B4-2C and A300F4-203 aircraft, all serial numbers incorporating Airbus modification No.02434 or 03599.</p> <p>Airbus A310-203, A310-203C, A310-204, A310-221, A310-222, A310-304, A310-308, A310-322, A310-324 and A310-325 aircraft, all serial numbers, except aircraft incorporating Airbus modification No.10432.</p> <p>Airbus A300B4-601, A300B4-603, A300-B4-605R, A300B4-620, A300B4-622, A300B4-622R and A300C4-620 aircraft, all serial numbers, except aircraft incorporating Airbus modification No.10432.</p>	
Reason:	<p>Cracks have been found on pylon side panels (upper section) at rib 8 on Airbus A300, A310 and A300-600 aircraft equipped with General Electric engines. Investigation of these findings indicates that this problem is likely to affect aircraft of this type design with other engine installations. This condition, if not corrected, can lead to reduced strength of the pylon primary structure.</p> <p>In order to detect any crack propagation at an early stage, thus avoiding an extensive repair, Airbus issued Service Bulletins (SB) A300-54-0075, A310-54-2018 and A300-54-6015. In the frame of the extended service goal activities, the threshold and intervals values associated to these SBs have been revised.</p> <p>This AD requires the implementation of this revised inspection programme.</p>	
Effective Date:	15 October 2008	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) From the effective date of this AD, at the given threshold in Flight Cycles (FC) or Flight Hours (FH), whichever occurs first (or within the grace period as specified in paragraph (4) of this AD), perform a detailed visual inspection (and an HFEC inspection for aircraft under config. 3) of the pylons 1 and 2 side panels (upper section) at rib 8, in accordance with the instructions of Airbus SB A300-54-0075 Revision 02, or SB A310-54-2018 Revision 02, or SB A300-54-6015 Revision 02, as applicable to aircraft model. (2) Thereafter, repeat the inspection at the intervals (or within the grace period as specified in paragraph 4 of this AD, as applicable) and in accordance with the instructions defined in Airbus SB A300-54-0075 Revision 02, or SB A310-54-2018 Revision 02, or SB A300-54-6015 Revision 02, as applicable to aircraft model. (3) Depending on the results of each inspection (either initial or repetitive), take appropriate corrective actions, as necessary, and send all inspection results within the applicable time limits and in accordance with the instructions of Airbus SB A300-54-0075 Revision 02, or SB A310-54-2018 Revision 02, or SB A300-54-6015 Revision 02, as applicable to aircraft model. (4) For aircraft which, on the effective date of this AD, have exceeded the thresholds or intervals specified in Airbus SB A300-54-0075 Revision 02, or SB A310-54-2018 Revision 02, or SB A300-54-6015 Revision 02, as applicable to aircraft model, refer to the grace periods as specified in Airbus SB A300-54-0075 Revision 02, or SB A310-54-2018 Revision 02, or SB A300-54-6015 Revision 02, as applicable to aircraft model, to be counted from the effective date of this AD. (5) Inspections and corrective actions accomplished prior to the effective date of this AD in accordance with Airbus SB A300-54-0075 at original issue or revision 01, or SB A310-54-2018 at original issue or revision 01, or SB A300-54-6015 at original issue or revision 01, as applicable to aircraft model, are acceptable to meet the requirements of this AD. After the effective date of this AD, Revision 02 of the applicable SB must be used.
<p>Ref. Publications:</p>	<p>AIRBUS Service Bulletin A300-54-0075 Revision 02 AIRBUS Service Bulletin A310-54-2018 Revision 02 AIRBUS Service Bulletin A300-54-6015 Revision 02</p> <p>The use of later approved revisions of these documents is acceptable for compliance with requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 08 September 2008 as PAD 08-104 for consultation until 29 September 2008. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51).