


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2008-0008</b>  <b>[Corrected: 10 September 2009]</b></p> <p><b>Date: 11 January 2008</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 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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive 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>Type Approval Holder's Name :</b>  AIRBUS SAS</p>	<p><b>Type/Model designation(s) :</b>  A310 aircraft</p>	
<p>TCDS Number : France No 145</p>		
<p>Foreign AD : Not applicable.</p>		
<p>Supersedure : DGAC France AD 1999-237-285(B)R1 dated 21 March 2001</p>		
<b>ATA 54</b>	<b>Nacelles / Pylon – Pylon Lower Spar between Ribs 9 and 10 – Inspection</b>	
<p>Manufacturer(s): AIRBUS (formerly AIRBUS INDUSTRIE)</p>		
<p>Applicability: AIRBUS A310-221, A310-222, A310-322, A310-324 and A310-325 aircraft models, all serial numbers, except aircraft on which AIRBUS modification No. 10149 has been embodied during production.</p>		
<p>Reason:</p> <p>Cracks were found between ribs 9 and 10 in the lower pylon spar of aircraft equipped with PRATT &amp; WHITNEY engines.</p> <p>In order to prevent crack initiation, an inspection programme was rendered mandatory by Airworthiness Directive (AD) DGAC France AD 1999-237-285(B).</p> <p>In the frame of the A310 extended service goal, thresholds and intervals have been modified.</p> <p>For the reasons described above, this new EASA AD supersedes DGAC France AD 1999-237-285(B)R1 to require a new inspection programme.</p> <p>This AD has been republished to correct a typographical error within the Service Bulleting reference of the <i>Required Action(s) and Compliance Time(s)</i> paragraph.</p>		
<p>Effective Date: 25 January 2008</p>		

<p>Required Action(s) and Compliance Time(s):</p>	<p>The following measures are required from the effective date of this AD:</p> <ol style="list-style-type: none"> <li>(1) Unless already accomplished, perform an Eddy Current or liquid penetrant inspection of the pylon lower spar between Ribs 9 and 10, at the thresholds (or within the grace period as specified at paragraph (5) of this AD) and in accordance with the instructions defined in AIRBUS Service Bulletin (SB) A310-54-2016 revision 04;</li> </ol> <p>-Aircraft that have already been inspected and corrective actions taken, as necessary, in accordance with DGAC France AD 1999-237-285(B)R1, comply with the requirements of this paragraph;</p> <ol style="list-style-type: none"> <li>(2) Thereafter, repeat the inspection at the intervals (or within the grace period as specified at paragraph (5) of this AD, as applicable) and in accordance with the instructions defined in AIRBUS SB A310-54-2016 revision 04;</li> <li>(3) Depending on the results of the inspections as required by paragraphs (1) and (2) of this AD, take corrective actions, as necessary, within the applicable time limits and in accordance with the instructions of AIRBUS SB A310-54-2016 revision 4;</li> <li>(4) Within 30 days after each inspection as required by paragraphs (1) and (2) of this AD, fill in the SB A310-54-2016 inspection report sheet and send the results of each inspection, including no findings, to AIRBUS;</li> <li>(5) For aircraft which, on the effective date of this AD, have exceeded the thresholds or intervals as specified in AIRBUS SB A310-54-2016 revision 04, the following grace periods, counted from the effective date of this AD, apply for the first inspection to occur: <ul style="list-style-type: none"> <li>- Aircraft that have accumulated up to 10 000 Flight Cycles (FC) inclusive must be inspected within 1 500 FC, without exceeding the criteria specified in SB A310-54-2016 at revision 02 or revision 03.</li> <li>- Aircraft that have accumulated between 10 000 FC and 20 000 FC inclusive must be inspected within 1 000 FC, without exceeding the criteria specified in SB A310-54-2016 at revision 02 or revision 03.</li> <li>- Aircraft that have accumulated more than 20 000 FC must be inspected within 500 FC, without exceeding the criteria specified in SB A310-54-2016 at revision 02 or revision 03.</li> </ul> </li> </ol>
<p>Ref. Publications:</p>	<p>AIRBUS Service Bulletin A310-54-2016 revision 04.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 27 November 2007 as PAD 07-217 for consultation until 27 December 2007. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the AD 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 – Airworthiness Office – EAW Fax: + 33 5 61 93 44 51.</li> </ol>