


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0055R1</p> <p>Date: 28 April 2009</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>	
<p>Type Approval Holder's Name :</p> <p>AIRBUS SAS</p>	<p>Type/Model designation(s) :</p> <p>A310, A300-600 and A300-600ST aeroplanes</p>
<p>TCDS Number : France No 145 and EASA.A.014</p>	
<p>Foreign AD : Not applicable</p>	
<p>Revision : This AD revises and replaces EASA AD 2009-0055 dated 13 March 2009.</p>	
<p>ATA 24, 54</p>	<p>Electrical Power – Engine Feeder Harness – Inspection & Nacelles/Pylons – GE CF6-80C2 Pylon Forward Pyramid – Inspection</p>
<p>Manufacturer(s):</p>	<p>AIRBUS (formerly AIRBUS INDUSTRIE).</p>
<p>Applicability:</p>	<p>- A310-204, A310-304 and A310-308 aeroplanes, - A300B4-601, A300B4-603, A300B4-605R and A300C4-605R variant F aeroplanes, and - A300F4-608ST aeroplanes, all serial numbers, if equipped with General Electric CF6-80C2 engines without FADEC, except aeroplanes on which AIRBUS Service Bulletin (SB) A310-54-2039 Revision 01 (AIRBUS modifications (mod.) 13184 and 13403) or SB A300-54-6038 Revision 01 (mod. 13184 and 13403) or SB A300-54-9003 Revision 01 (mod. 19598 and 19637) as applicable has been embodied in service.</p>
<p>Reason:</p>	<p>Structural damage on a pylon forward pyramid arm has been reported by an operator. Investigation showed that this was due to chafing of the Integrated Drive Generator (IDG) feeder cable against the structure of the pyramid, which caused a short circuit with electrical arcing.</p> <p>This event may impair the structural integrity of the pylon forward pyramid arm and lead to the loss of the AC bus bar on the affected side of the aeroplane in case of an extended period of exposure.</p> <p>DGAC France issued ADs F-2004-039 (A310 / A300-600) and F-2004-043</p>

	<p>(A300-600ST) to require a one-time inspection of the concerned area. Thereafter EASA issued AD 2006-0155 that superseded those DGAC France ADs to require the implementation of an inspection program of the engine pylon forward pyramid and IDG cable.</p> <p>EASA AD 2006-0155 offered the possibility to improve the pylon feeder cable installation through the implementation of Airbus Service Bulletin (SB) A310-54-2039 at original issue or SB A300-54-6038 at original issue or SB A300-54-9003 at original issue, which terminated the inspection program.</p> <p>However, there is a need to replace certain clamps and fasteners by implementing additional work as described in SB A310-54-2039 Revision 01 or SB A300-54-6038 Revision 01 or SB A300-54-9003 Revision 01.</p> <p>Therefore, this new EASA AD retains the repetitive inspection program as required by AD 2006-0155, which is superseded, and requires additional work only for aeroplanes which have implemented the modification SB A310-54-2039 at original issue or SB A300-54-6038 at original issue or SB A300-54-9003 at original issue.</p> <p>This AD has been revised to clarify that modification of an aeroplane prior to the effective date of this AD, in accordance with the original issue of SB A310-54-2039 or SB A300-54-6038 or SB A300-54-9003, also terminates the repetitive inspection and reporting requirements of this AD.</p>
Effective Date:	27 March 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 6 months after 12 June 2006 [the effective date of EASA AD 2006-0155] perform a detailed visual inspection of the harness and of the pylon pyramid arms (upper and lower) in accordance with instructions of Airbus SB A310-24-2100 or SB A300-24-6097 or SB A300-24-9010, as applicable to aeroplane model. <ul style="list-style-type: none"> - In case of no finding, before next flight, protect the harness in accordance with the instructions of Airbus SB A310-24-2100 or SB A300-24-6097 or SB A300-24-9010, as applicable to aeroplane model. - In case of finding, before next flight, accomplish the corrective actions in accordance with the instructions of SB A310-24-2100 or SB A300-24-6097 or SB A300-24-9010, as applicable to aeroplane model. (2) Thereafter, at intervals not exceeding 12 months, repeat the inspection and apply corrective actions in accordance with instructions of Airbus SB A310-24-2100 or SB A300-24-6097 or SB A300-24-9010, as applicable to aeroplane model. (3) Within 30 days after the initial inspection as required by this AD and thereafter, within 30 days after each repeat inspection, only in case of finding, send the inspection report to Airbus in accordance with instructions of Airbus SB A310-24-2100 or SB A300-24-6097 or SB A300-24-9010, as applicable to aeroplane model. (4) Modification of an aeroplane in accordance with Airbus SB A310-54-2039 or SB A300-54-6038 or SB A300-54-9003 (at any revision), as applicable to aeroplane model, constitutes an optional terminating action for the repetitive inspection and reporting requirements of this AD for that aeroplane. After the effective date of this AD, only Revision 01 of SB A310-54-2039 or SB A300-54-6038 or SB A300-54-9003, as applicable to aeroplane model, is allowed to be used to modify aeroplanes. (5) Additional work: <p>For aeroplanes that have been modified, prior to the effective date of this AD, in accordance with Airbus SB A310-54-2039 at original issue or SB A300-54-6038 at original issue or SB A300-54-9003 at original issue, as</p>

	<p>applicable to aeroplane model: within 30 months after the effective date of this AD, replace the clamps and the fasteners on the LH and RH pylons in accordance with the instructions of Airbus SB A310-54-2039 at Revision 01 or SB A300-54-6038 at Revision 01 or SB A300-54-9003 at Revision 01, as applicable to aeroplane model.</p>
Ref. Publications:	<p>AIRBUS Service Bulletins :</p> <p>A310-24-2100 original issue, A300-24-6097 original issue, A300-24-9010 original issue, A310-54-2039 original issue or Revision 01, A300-54-6038 original issue or Revision 01, A300-54-9003 original issue or Revision 01</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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD 2. The original issue of this AD was published on 12 January 2009 as PAD 09-010 for consultation until 02 February 2009. The Comment Response Document can be found at http://ad.easa.europa.eu/. 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).