


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2010-0085</b></p> <p><b>Date: 03 May 2010</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 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><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A310, A300-600 and A300-600ST aeroplanes</p>
<p>TCDS Number : France N° 145 and EASA.A.014</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : This AD supersedes EASA AD 2010-0010 dated 21 January 2010.</p>	
<b>ATA 54</b>	<b>Nacelles / Pylons – Fuel Drain Pipe and Attachment Screws – Inspection / Replacement</b>
<p>Manufacturer(s): Airbus (formerly Airbus Industrie)</p>	
<p>Applicability: A310, A300-600 aeroplanes, all certified models, all serial numbers; and A300F4-608ST aeroplanes, all serial numbers.</p>	
<p>Reason:</p>	<p>An operator of an A300-600 aeroplane reported finding a cracked pylon fuel drain pipe on engine #1. The pipe, Part Number (P/N) A71715020, had separated and the end was found 5.5 inches from the pylon aft bulkhead. A similar case was also reported on an A300F4-608ST aeroplane.</p> <p>The affected pylon fuel drain pipe runs from the top of the pylon primary structure to the aft part of the pylon rear secondary structure and is partly attached under the pylon lower spar. The pipe drains the double wall of the wing-to-ylon junction in the event of fuel leakage.</p> <p>After investigation, it was concluded that the damage of the pylon fuel drain pipe had been caused by chafing of the pipe against over-length screws that had been installed in accordance with the Illustrated Parts Catalogue (IPC) during a maintenance phase of the Lower Aft Pylon Fairing (LAPF).</p> <p>This condition, if not detected and corrected, could, in combination with fuel leakage in the pylon, lead to an accumulation of fuel in the lowest point of the LAPF. As high temperatures are present within the LAPF, and without ventilation, this could result in fuel (vapour) ignition and consequent fire.</p>

	<p>To address and correct this unsafe condition, EASA issued AD 2010-0010, which required an inspection of the pylon fuel drain pipe and the attachment screws and, depending on findings, the necessary corrective actions. In case over-length screws are found to be installed, depending on location and aeroplane configuration, these must be replaced.</p> <p>After AD 2010-0010 was issued, Airbus found that the operational test, as included in the original ASB as part of the standard practice instructions, was insufficient to detect certain discrepancies. For this reason, a new operational test of the pylon fuel drain pipe has been defined, which has been introduced in Revision 01 of Airbus Alert Service Bulletin (ASB) A310-54A2040, A300-54A6039 and A300-54A9004.</p> <p>For the reason described above, this new AD retains the requirements of EASA AD 2010-0010, which is superseded, and introduces a new compliance time for accomplishing the new operational test.</p>
Effective Date:	17 May 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <ol style="list-style-type: none"> <li>(1) Within 1 month after the effective date of this AD, visually inspect the fuel drain pipes of the LAPF and check the length and P/N of the drain pipe attachment screws on the LAPF on the LH and RH pylons in accordance with the instructions of Airbus Alert Service Bulletin (ASB) A310-54A2040 Revision 01, A300-54A6039 Revision 01 or A300-54A9004 Revision 01, as applicable to aeroplane model.</li> <li>(2) If discrepancies are detected during any inspection as required by paragraph (1) of this AD, before next flight, replace or repair the drain pipe in accordance with the instructions of Airbus ASB A310-54A2040, A300-54A6039 or A300-54A9004, as applicable to aeroplane model.</li> <li>(3) If over-length screws are found to be installed, before next flight, remove these screws and replace them by screws with P/N NAS1102E3-10, NAS1102E3-12 or NAS560HK3-2, as applicable to location and aeroplane (engine) configuration, in accordance with the instructions of Airbus ASB A310-54A2040 Revision 01, A300-54A6039 Revision 01 or A300-54A9004 Revision 01, as applicable to aeroplane model.</li> <li>(4) After the effective date of this AD, do not install screws on the LAPF, except those with P/N NAS1102E3-10, NAS1102E3-12 or NAS560HK3-2, as applicable to location and aeroplane (engine) configuration, in accordance with the instructions of Airbus ASB A310-54A2040 Revision 01, A300-54A6039 Revision 01 or A300-54A9004 Revision 01, as applicable to aeroplane model.</li> <li>(5) Fuel drain pipes of the LAPF which have already been inspected, replaced or repaired before the effective date of this AD, in accordance with ASB A310-54A2040 original issue, A300-54A6039 original issue and A300-54A9004 original issue, are considered compliant with the requirements of this AD.</li> </ol> <p><b>Note:</b> Airbus documentation (IPC) has been updated to introduce the correct LAPF screws P/N and length reference for A310 and A300-600 and it will be done also for A300-600ST.</p>
Ref. Publications:	<p>Airbus ASB A310-54A2040 Revision 01,  Airbus ASB A300-54A6039 Revision 01 and  Airbus ASB A300-54A9004 Revision 01.</p> <p>The use of later approved revisions of these documents is acceptable for</p>

	compliance with the requirements of this AD.
Remarks :	<ol style="list-style-type: none"><li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li><li>2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</li><li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, 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, Telephone: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51).</li></ol>