

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p style="text-align: center;"><b>AD No : 2007-0243</b></p> <p style="text-align: center;"><b>Date: 04 September 2007</b></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.		
<b>Type Approval Holder's Name :</b>	<b>Type/Model designation(s) :</b>	
AIRBUS SAS	A300, A310, A300-600 & A300-600ST aircraft.	
TCDS Number: France No 145 and EASA A.014		
Foreign AD: Not applicable		
Supersedure: DGAC France AD 1997-358-232(B)R1 dated March 22, 2000.		
<b>ATA 57</b>	<b>Wings – Wing/Pylon Thrust- &amp; Sideload Fitting (Spigot) – Inspection / Replacement</b>	
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	A300 aircraft, all certified models, all serial numbers; A310 aircraft, all certified models, MSN 0162 up to 0697 inclusive; A300-600 aircraft, all certified models, MSN 0252 up to 0770 inclusive, except MSN 0761 and 0767; and A300F4-608ST aircraft, MSN 0655, 0751 and 0765.	
Reason:	<p>A crack was found on an in-service aircraft at the wing/pylon thrust- and sideload fitting (spigot). The propagation of such cracks could affect the structural integrity of the airframe. DGAC France issued Airworthiness Directive (AD) 1997-358-232 to require the accomplishment of an associated inspection programme.</p> <p>Following the extended service goal activities related to A310 aircraft, this new AD retains most of the requirements of DGAC France AD 1997-358-232(B)R1 and reduces the inspection thresholds and -intervals for A310 aircraft, in accordance with the instructions of AIRBUS Service Bulletin (SB) A310-57-2075 at Revision 3.</p> <p>In addition, the applicability of this AD is extended to include A300F4-608ST aircraft. Even though SB A300-57-6079 Revision 4 identifies these aircraft as 'A300-600', it lists the affected manufacturer's serial numbers (MSN) 0655, 0751 and 0765, which are certificated as A300F4-608ST aircraft model.</p>	
Effective Date:	18 September 2007	

Compliance:	<p>Required as indicated, unless accomplished previously:</p> <p><b>For A300 series, A300-600 series and A300F4-608ST aircraft:</b></p> <p>(1) Prior to accumulation of 2 800 flights cycles (FC) or within 18 months after 29 November 1997 [the effective date of DGAC France AD 1997-358-232 at original issue], whichever occurs later, perform a detailed visual inspection in accordance with the instructions of SB A300-57-0232 revision 2 or A300-57-6079 revision 4.</p> <p>For aircraft that have been inspected in accordance with any previous issues of SB A300-57-0232 or A300-57-6079, no further action is required by paragraph (1).</p> <p>(2) Thereafter, at intervals not to exceed 2 800 FC, repeat the detailed visual inspection in accordance with the instructions of SB A300-57-0232 revision 2 or A300-57-6079 revision 4, as applicable.</p> <p>(3) When any fitting is found cracked, before next flight, replace the fitting in accordance with the instructions of SB A300-57-0232 revision 2 or A300-57-6079 revision 4.</p> <p><b>Note 1:</b> The 2 800 FC inspection threshold and interval retained for this inspection program were determined for a specific average flight time (AFT). When the aircraft are operating with greater average flight times, the threshold and interval values must be adjusted in accordance with the instructions of:  - A300 ALI A300 issue 3 Section B paragraph 11  - A300-600 ALI A300-600 issue 11 Section B paragraph 11, using a Fatigue Rating (FR) of 0.13.</p> <p><b>For A310 aircraft:</b></p> <p>(4) At the threshold (to be counted since first flight of the aircraft) defined in paragraph E.(2)(b) of SB A310-57-2075 Revision 3, perform a detail visual inspection in accordance with SB A310-57-2075 Revision 3.</p> <p>For aircraft that have been inspected in accordance with SB A310-57-2075 original issue up to revision 2, no further action is required by paragraph (4).</p> <p>(5) Thereafter, at intervals not exceeding those defined in SB A310-57-2075 Revision 3, repeat the detailed visual inspection in accordance with SB A310-57-2075 Revision 3.</p> <p><b>Note 2:</b> Wherever needed for the initial inspection or the repeat interval, inspection is allowed to be carried out within a grace period of 800 FC or 1 600 FH, whichever occurs first after the effective date of this directive, without exceeding already planned inspection as originally required by DGAC France AD 1997-358-232(B)R1.</p> <p>(6) When any fitting is found cracked, before next flight, replace the fitting in accordance with the instructions of SB A310-57-2075 Revision 3.</p>
Ref. Publications:	<p>AIRBUS Service Bulletins:  A300-57-0232 Original issue, revision 1 or revision 2;  A300-57-6079 Original issue, revision 1, revision 2, revision 3 or revision 4;  A310-57-2075 Original issue, revision 1, revision 2 or revision 3; or  later approved revisions of these documents.</p>
Remarks :	<p>1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD.</p> <p>2. This AD was posted on 06 August 2007 as PAD 07-132 for consultation until 03 September 2007. No comments were received during the consultation period.</p>

	<p>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> .</p> <p>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).</p>
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