	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2004-039</b>		Distribution: <b>B</b>	Issue date: <b>March 17, 2004</b>	Page : <b>1/2</b>
	Direction générale de l'aviation civile France  GSAC publication	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number.          In case of difficulty, reference should be made to the French issue.</i>	
<b>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>					
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>			Airworthiness Directive(s) replaced: <b>None</b>		
Person in charge of airworthiness: <b>AIRBUS</b>			Type(s): <b>A310 and A300-600 aircraft</b>		
Type certificate(s) No. <b>72</b> TCDS No <b>145</b>					
ATA chapter: <b>54</b>	Subject: <b>CF6-80C2 engine pylon - Inspection of pylon FWD pyramid arms and IDG feeders</b>				

### 1. EFFECTIVITY:

AIRBUS A310 and A300-600 aircraft all certified models, all serial numbers equipped with GE CF6-80C2 engines.

### 2. REASONS:

A recent case of structural damage on a pylon FWD pyramid arm, found during a scheduled check, has been reported by an operator.

This is due to chafing of IDG feeder with the structure of the pyramid which caused a short circuit with electrical arcing.

This incident may impair the structural integrity of the pylon FWD pyramid arm and lead to the loss of the AC bus bar on the relevant side in case of a too long exposure to the damage.

### 3. MANDATORY ACTIONS AND COMPLIANCE TIMES:


Unless already accomplished, the following measures are rendered mandatory from the effective date (ED) of this Airworthiness Directive (AD):

#### 3.1. Aircraft on which AIRBUS Service Bulletin (SB) A310-24-2028 or A300-24-6017 as applicable (modification 07591) has not been embodied.

Within 10 (ten) days following the ED of this AD, perform the inspection and, if necessary, corrective actions defined in paragraph 4 of AIRBUS AOT (All Operator Telex) A310-54A2038 Revision 1 or A300-54A6037 Revision 1 dated February 20, 2004.

#### 3.2. Aircraft on which AIRBUS Service Bulletin (SB) A310-24-2028 or A300-24-6017 as applicable (modification 07591) has been embodied.

Within 600 flight hours following the ED of this AD, perform the inspection and, if necessary, corrective actions defined in paragraph 4 of AIRBUS AOT (All Operator Telex) A310-54A2038 Revision 1 or A300-54A6037 Revision 1 dated February 20, 2004.

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3.3. In case on any damage on a pyramid arm, contact AIRBUS before next flight in order to state or recover the airworthiness of the aircraft.

3.4. Report results of inspections to AIRBUS whatever they may be.

4. **REFERENCE PUBLICATIONS:**

AIRBUS AOT A310-54A2038 Revision 1 dated February 20, 2004  
AIRBUS AOT A300-54A6037 Revision 1 dated February 20, 2004  
Any further revision of these AOT is acceptable.

5. **EFFECTIVE DATE:**

Upon receipt from March 17, 2004.

6. **REMARK:**

For questions concerning the technical content of the requirements of this AD, contact:  
AIRBUS - Didier Auriche - Fax: 33 5 61 93 45 80.

7. **APPROVAL:**

This AD is approved under EASA reference No 2004-2111 dated March 09, 2004.

**SUPERSEDED**