


EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	<p>PAD No.: 06-053</p> <p>Date: 13 March 2006</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.		
Type Approval Holder's Name:		Type/Model designations:
AIRBUS SAS		A310, A300-600 and A300-600ST aircraft
TCDS Number: France No 145 and EASA.A.014		
Foreign AD: None		
Supersedure: DGAC AD F-2004-039 and F-2004-043		
ATAs 24, 54	Electrical Power, Nacelles/Pylons - CF6-80C2 engine pylon – Inspection of forward pyramid and feeder harness	
Manufacturer(s):	AIRBUS, AIRBUS INDUSTRIE.	
Applicability:	AIRBUS aircraft models: - A310-204, A310-304 and A310-308, - A300B4-601, A300B4-603, A300B4-605R and A300C4-605R variant F, - A300F4-608ST, all serial numbers, equipped with General Electrics CF6-80C2 engines without FADEC.	
Reason:	Structural damage on a pylon FWD pyramid arm has been reported by an operator. This was due to chafing of Integrated Drive Generator (IDG) feeder with the structure of the pyramid, which caused a short circuit with electrical arcing. This event 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. DGAC ADs F-2004-039 and F-2004-043 were launched to render mandatory a one-time inspection of forward pyramid and IDG cable. Feedback to the above ADs leads to this superseding AD, which renders mandatory a repetitive inspection program of the concerned fleet in order to ensure the structural integrity of the pylon and functionality of AC bus bar.	
Effective Date:	Proposed: 18 April 2006	

Compliance:	<p>The following measures are rendered mandatory on the effective date of this AD:</p> <ol style="list-style-type: none"> 1. Within 6 months following the effective date of this AD perform a detailed visual inspection of the harness and of the pylon pyramid arms (upper and lower) in accordance with instructions of AIRBUS Service Bulletin (SB) A310-24-2100 or A300-24-6097 or A300-24-9010 as applicable. <ul style="list-style-type: none"> - In case of no finding, protect the harness before the next flight in accordance with instructions of SB A310-24-2100 or A300-24-6097 or A300-24-9010 as applicable. - In case of finding, comply with the instructions of SB A310-24-2100 or A300-24-6097 or A300-24-9010 as applicable before the next flight. 2. Repeat inspection at interval not exceeding 12 months and apply corrective actions if necessary in accordance with instructions of AIRBUS Service Bulletin (SB) A310-24-2100 or A300-24-6097 or A300-24-9010 as applicable. 3. Send to AIRBUS the inspection report.
Ref. Publications:	<p>AIRBUS Service Bulletins :</p> <p>A310-24-2100 original issue,</p> <p>A300-24-6097 original issue,</p> <p>A300-24-9010 original issue</p> <p>or later approved revisions.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. The closing date for comments is 27 March 2006. 3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.eu.int 4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS – EAW (Airworthiness Office, Ph.: + 33 5 61 93 36 96; Fax: + 33 5 61 93 44 51).