


EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	<p>PAD No.: 06 - 120</p> <p>Date: 09 May 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		A310 and A300-600 aircraft
TCDS Number: France No 145		
Foreign AD: None		
Supersedure: None		
ATA 78	Exhaust - Thrust Reverser - Upper and Lower Track Beam Lugs Inspection.	
Manufacturer(s):		
AIRBUS, (formerly AIRBUS INDUSTRIE).		
Applicability:		
AIRBUS A310 and A300-600 aircraft, all certified models and all serial numbers, designed with Pratt & Whitney engines PW 4000 equipped with Thrust Reverser (T/R) S/N's up to 1054000 inclusive.		
Reason:		
<p>Operators have reported failure of T/R, upper and lower track lugs as a result of cracking.</p> <p>Cracks occur through the lug at the bearing location used to attach the aft cascade support frame.</p> <p>The root cause of the T/R track beam lug cracking is due to chemical corrosion of the fitting surface of the hole during manufacturing process, related to a process error or due to lug elongation/wear.</p> <p>This situation if not corrected could lead to a reduced structural integrity of the T/R upper and lower track beam.</p> <p>The aim of this Airworthiness Directive (AD) is to launch an inspection of the fleet in order to ensure the structural integrity of the area.</p>		
Effective Date:		
Proposed: 01 June 2006		
Compliance:		
The following measures are rendered mandatory on the effective date of this AD:		

For T/R SN up to 0714000 inclusive

Configuration 1

Aircraft for which Part 2 of PRATT & WHITNEY Service Bulletin (SB) PW4NAC A78-112 Revision 1 has been already done,

At or before 8,350 flight cycles (FC) since Part 2 has been done the first time, or not later than December 31st, 2006, which ever occurs later, or for aircraft which have exceeded this threshold not later than December 31st, 2006, perform a detailed visual inspection of T/R upper and lower track beam lugs in accordance with AIRBUS SB A310-78-2028 or A300-78-6028 as applicable and follow the instructions given in paragraph 2.B. Part 3 of PRATT & WHITNEY SB PW4NAC A78-112 Revision 3.

Configuration 2

Aircraft for which Part 2 of PRATT & WHITNEY Service Bulletin (SB) PW4NAC A78-112 Revision 1 is not yet done,

At or before 1,200 flight cycles (FC) since March 8th, 2004, or not later than December 31st, 2006, whichever occurs later, or for aircraft which have exceeded this threshold not later than December 31st, 2006, do a detailed visual inspection of T/R upper and lower track beam lugs in accordance with AIRBUS SB A310-78-2028 or A300-78-6028 as applicable and follow the instructions given in paragraph 2.B. Part 3 of PRATT & WHITNEY SB PW4NAC A78-112 Revision 3.

For T/R SN 0714001 up to SN 1054000 inclusive

Configuration 1

Aircraft for which Part 2 of PRATT & WHITNEY Service Bulletin (SB) PW4NAC A78-112 Revision 1 has been already done,

At or before 1,400 flight cycles (FC) since Part 2 has been done the first time, or not later than December 31st, 2006, whichever occurs later, or for aircraft which have exceeded this threshold not later than December 31st, 2006, do a detailed visual inspection of T/R upper and lower track beam lugs in accordance with AIRBUS SB A310-78-2028 or A300-78-6028 as applicable and follow the instructions given in paragraph 2.B. Part 3 of PRATT & WHITNEY SB PW4NAC A78-112 Revision 3.

Configuration 2

Aircraft for which Part 2 of PRATT & WHITNEY Service Bulletin (SB) PW4NAC

	<p>A78-112 Revision 1 is not yet done,</p> <p>At or before 1,200 flight cycles (FC) since March 8th, 2004, or not later than December 31st, 2006, whichever occurs later, or for aircraft which have exceeded this threshold not later than December 31st, 2006, do a detailed visual inspection of T/R upper and lower track beam lugs in accordance with AIRBUS SB A310-78-2028 or A300-78-6028 as applicable and follow the instructions given in paragraph 2.B. Part 3 of PRATT & WHITNEY SB PW4NAC A78-112 Revision 3.</p>
Ref. Publications:	<p>AIRBUS Service Bulletin A310-78-2028 AIRBUS Service Bulletin A300-78-6028 or later approved revisions.</p> <p>PRATT & WHITNEY Service Bulletin PW4NAC A78-112 Revision 1 and Revision 3.</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 19 May 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).