


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 08-119</b></p> <p><b>Date: 26 November 2008</b></p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<b>Type Approval Holder's Name :</b>	<b>Type/Model designation(s) :</b>
AIRBUS	A310 and A300-600 aircraft
TCDS Number : France N° 145	
Foreign AD : Not applicable	
Supersedure : None	
<b>ATA 78</b>	<b>Engine Exhaust – Centre Latch of Thrust Reverser Door Opening Mechanism – Replacement / Inspection</b>
<b>Manufacturer(s):</b>	Airbus (formerly Airbus Industrie)
<b>Applicability:</b>	AIRBUS A310-221, A310-222, A310-322, A310-324, A310-325, A300B4-620, A300B4-622, A300B4-622R, A300C4-620 and A300F4-622R aircraft, all serial numbers, equipped with Pratt & Whitney PW4000 series or JT9D-7R4 series engines.
<b>Reason:</b>	<p>During the year 2000, life extension exercise programs were launched for Airbus A310 and A300-600 aircraft. Certification of Extended Service Goal (ESG) is based on analysis, except for fan cowl and thrust reverser (T/R) latches, which are always certified by tests.</p> <p>Currently, the Airworthiness Limitation Item (ALI) task 54-50-28 for engine pylon T/R hinges requires inspection every 1 200 Flight Cycles (FC). An analysis performed by Airbus shows that forward and aft T/R door latches have been demonstrated successful for ESG, with inspection task every 1 200 FC. However, testing of the T/R door centre latch has shown that this does not meet the requirements for ESG.</p> <p>For the reason described above, this EASA AD requires the replacement of the T/R centre latches with serialized latches on LH and RH engines and repetitive inspections of the serialized latches. In addition, this AD introduces a life limit of 18 000 FC for the serialized centre latches.</p>
<b>Effective Date:</b>	[TBD: 14 days after final AD issue date]

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Prior to accumulating 30 000 FC since first flight or within 1 200 FC, whichever occurs later after the effective date of this AD, replace the non-serialized T/R centre latch LH and RH side, Part Number (P/N) 221D0029-11 and P/N 221D0029-13 with serialized T/R centre latch P/N 221D0029-15 in accordance with the instructions of Pratt &amp; Whitney Service Bulletin (SB) PW4NAC 78-119 or PW7R4 78-184, as applicable to engine installation, as indicated in AIRBUS SB A310-78-2030 and A300-78-6029, as applicable to aircraft model.</li> <li>(2) Thereafter, within 1 200 FC since the last inspection of the T/R centre latch, perform an inspection of the T/R centre serialized latches P/N 221D0029-15 in accordance with the instructions of Pratt &amp; Whitney SB PW4NAC 78-113 or PW7R4 78-182, as applicable to engine installation, as indicated in Airbus SB A310-78-2030 and A300-78-6029, as applicable to aircraft model.</li> </ol> <p><b>Note:</b> The accomplishment of ALI task 54 5028, dealing with the detailed inspection of the engine cowls hinge fittings LH/RH, can be an opportunity to comply with the requirements of the paragraph (2).</p> <ol style="list-style-type: none"> <li>(3) Prior to accumulating 18 000 FC since the installation of the T/R centre serialized latches P/N 221D0029-15, replace each T/R centre serialized latch P/N 221D0029-15 with a new one in accordance with Pratt &amp; Whitney SB PW4NAC 78-113 or PW7R4 78-182, as applicable to engine installation, as indicated in Airbus SB A310-78-2030 and A300-78-6029, as applicable to aircraft model. Replacement of the centre latches does not constitute terminating action for the repetitive inspection requirements of paragraph (2) of this AD.</li> </ol>
<p>Ref. Publications:</p>	<p>Airbus SB A310-78-2030 original issue  Airbus SB A300-78-6029 original issue  The use of later approved revisions of these documents is acceptable for compliance with requirements of this AD.  Pratt &amp; Whitney SB PW4NAC 78-113 original issue  Pratt &amp; Whitney SB PW4NAC 78-119 original issue  Pratt &amp; Whitney SB PW7R4 78-182 original issue  Pratt &amp; Whitney SB PW7R4 78-184 original issue</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 17 December 2008.</li> <li>2. Enquiries regarding this PAD 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>3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51).</li> </ol>