


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<b>AD No.: 2008-0226</b>  <b>Date: 19 December 2008</b>  Note: This Airworthiness Directive (AD) 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.
This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
<b>Type Approval Holder's Name :</b>  AIRBUS	<b>Type/Model designation(s) :</b>  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>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	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.
Reason:	<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>
Effective Date:	02 January 2009

<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</p> <p>The use of later approved revisions of these documents is acceptable for compliance with requirements of this AD.</p> <p>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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 26 November 2008 as PAD 08-119 for consultation until 17 December 2008. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD 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>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).</li> </ol>