


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 09-010</p> <p>Date: 12 January 2009</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>	
Type Approval Holder's Name :	Type/Model designation(s) :
AIRBUS SAS	A310, A300-600 and A300-600ST aircraft
TCDS Number : France No 145 and EASA.A.014	
Foreign AD : Not applicable	
Supersedure : This AD supersedes EASA AD 2006-0155 dated 01 June 2006.	
ATA 24, 54	Electrical Power – Engine Feeder Harness – Inspection & Nacelles/Pylons – GE CF6-80C2 Pylon Forward Pyramid – Inspection
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE).
Applicability:	<p>- A310-204, A310-304 and A310-308 aircraft, - A300B4-601, A300B4-603, A300B4-605R and A300C4-605R variant F aircraft, and - A300F4-608ST aircraft,</p> <p>all serial numbers, if equipped with General Electric CF6-80C2 engines without FADEC, except aircraft on which AIRBUS Service Bulletin (SB) A310-54-2039 Revision 01 (AIRBUS modifications (mod.) 13184 and 13403) or SB A300-54-6038 Revision 01 (mod. 13184 and 13403) or SB A300-54-9003 Revision 01 (mod. 19598 and 19637) as applicable has been embodied in service.</p>
Reason:	<p>Structural damage on a pylon forward pyramid arm has been reported by an operator. Investigation showed that this was due to chafing of the Integrated Drive Generator (IDG) feeder cable against the structure of the pyramid, which caused a short circuit with electrical arcing.</p> <p>This event may impair the structural integrity of the pylon forward pyramid arm and lead to the loss of the AC bus bar on the affected side of the aircraft in case of an extended period of exposure.</p> <p>DGAC France issued ADs F-2004-039 (A310 / A300-600) and F-2004-043</p>

	<p>(A300-600ST) to require a one-time inspection of the concerned area. Thereafter EASA issued AD 2006-0155 that superseded DGAC ADs to require the implementation of an inspection program of the engine pylon forward pyramid and IDG cable.</p> <p>EASA AD 2006-0155 offered the possibility to improve the pylon feeder cable installation through the implementation of AIRBUS Service Bulletin (SB) A310-54-2039 at original issue or A300-54-6038 at original issue or A300-54-9003 at original issue, which terminated the inspection program.</p> <p>However, there is a need to change a clamp material from PTFE to Aluminium by implementing additional work as described in SB A310-54-2039 at Revision 01 or A300-54-6038 at Revision 01 or A300-54-9003 at Revision 01.</p> <p>Therefore, this new EASA AD retains the repetitive inspection program as required by AD 2006-0155, which is superseded, and requires additional work only for aircraft which have implemented the modification SB A310-54-2039 at original issue or A300-54-6038 at original issue or A300-54-9003 at original issue.</p>
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 6 months after 12 June 2006 [the effective date of AD 2006-0155] perform a detailed visual inspection of the harness and of the pylon pyramid arms (upper and lower) in accordance with instructions of Airbus SB A310-24-2100 or A300-24-6097 or A300-24-9010, as applicable to aircraft model. <ul style="list-style-type: none"> - In case of no finding, before next flight, protect the harness in accordance with the instructions of Airbus SB A310-24-2100 or A300-24-6097 or A300-24-9010, as applicable to aircraft model. - In case of finding, before next flight, accomplish the corrective actions in accordance with the instructions of SB A310-24-2100 or A300-24-6097 or A300-24-9010, as applicable to aircraft model. (2) Thereafter, at intervals not exceeding 12 months, repeat the inspection and apply corrective actions in accordance with instructions of Airbus SB A310-24-2100 or A300-24-6097 or A300-24-9010, as applicable to aircraft model. (3) Within 30 days after each inspection as required by this AD, send the inspection report to Airbus in accordance with instructions of Airbus SB A310-24-2100 or A300-24-6097 or A300-24-9010, as applicable to aircraft model. (4) Modification of an aircraft in accordance with Airbus SB A310-54-2039 at Revision 01 or A300-54-6038 at Revision 01 or A300-54-9003 at Revision 01, as applicable to aircraft model, constitutes an optional terminating action for the inspection and reporting requirements of this AD for that aircraft. (5) Additional work: For aircraft that have been modified, prior to the effective date of this AD, in accordance with Airbus SB A310-54-2039 at original issue or A300-54-6038 at original issue or A300-54-9003 at original issue, as applicable to aircraft model: within 30 months after the effective date of this AD, replace the clamps and the fasteners on the LH and RH pylons in accordance with the instructions of Airbus SB A310-54-2039 at Revision 01 or A300-54-6038 at Revision 01 or A300-54-9003 at Revision 01, as applicable to aircraft model.
Ref. Publications:	<p>AIRBUS Service Bulletins :</p> <p>A310-24-2100 original issue,</p>

	<p>A300-24-6097 original issue, A300-24-9010 original issue, A310-54-2039 revision 01, A300-54-6038 revision 01, A300-54-9003 revision 01</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 2 February 2009. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 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).