	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2000-209-310 R1</b>	Distribution: <b>B</b>	Issue date: <b>November 09, 2005</b>	Page : <b>1/2</b>
Direction générale de l'aviation civile France  GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
	<p align="center"><b>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.</b></p>			
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>2000-209-310 original issue</b>		
Person in charge of airworthiness: <b>AIRBUS SAS</b>		Type(s): <b>A310 aircraft</b>		
Type certificate(s) No. <b>72</b> TCDS No <b>145</b>				
ATA chapter: <b>53</b>	Subject: <b>Fuselage centre section - Inspect pick-up angle at frame 40</b>			

### 1. EFFECTIVITY:

AIRBUS A310 aircraft, all certified models and all serial numbers, except for aircraft modified in service in accordance with AIRBUS Service Bulletin (SB) A310-53-2119 (AIRBUS modification n° 12776).

### 2. REASONS:

As reported by operators, structural damage was found during unscheduled inspections, on pick-up angles at the junction between the wing lower surface and the fuselage skin, at frame 40.

The damage analysis showed that the maintenance requirements defined for SSI 57-10-19 (Structural Significant Item), in the framework of A310 ALIs (Airworthiness Limitation Items) in the A310 MRB (Maintenance Review Board Report) Revision 2, were not sufficient to detect fatigue damage at the proper time.


Revision 1 of this Airworthiness Directive (AD) reduces the scope of "effectivity" and introduces a terminating action to the repetitive inspection required by paragraph 3.2.

### 3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

- 1) Perform a detailed visual inspection of the pick-up angles at the thresholds and in accordance with the instructions defined by SB A310-53A2111 Revision 01 or A310-53-2111 Revision 02.

On the effective date of this AD at original issue:

- the aircraft which have exceeded the inspection threshold defined in SB A310-53A2111 Revision 01 or A310-53-2111 Revision 02, but having accumulated less than 18,000 flights and less than 53,000 flight hours, shall be inspected within 700 flights without exceeding 1,200 flight hours,
- the aircraft which have accumulated more than 18,000 flights or more than 53,000 flight hours shall be inspected within 350 flights without exceeding 600 flight hours.

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2000-209-310 R1</b>	Distribution: <b>B</b>	Issue date: <b>November 09, 2005</b>	Page: <b>2/2</b>
---	---	---------------------------	---	---------------------

- 2) Repeat the inspections at the intervals defined in SB A310-53-2111 Revision 02, and take the corrective measures required.

**Note:** After embodiment of SB A310-53-2119, no further inspection is required.

#### 4. REFERENCE PUBLICATIONS:

AIRBUS Service Bulletins:  
A310-53A2111 Revision 01  
A310-53-2111 Revision 02  
A310-53-2119 original issue  
(Any later approved Revision of these SBs is acceptable).

#### 5. EFFECTIVE DATE:

**Original issue** : June 24, 2000  
**Revision 1** : November 19, 2005.

#### 6. REMARK:

For questions concerning the technical content of the requirements in this AD, contact:  
AIRBUS SAS - AIEAW - Office of Airworthiness - Fax: 33 5 61 93 45 80.

#### 7. APPROVAL:

This AD Revision is approved under EASA reference No 2005-6393 dated November 02, 2005.

SUPERSEDED