



## Airworthiness Directive

**AD No.:** 2007-0242R1

**Issued:** 08 May 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

**Design Approval Holder's Name:**

AIRBUS

**Type/Model designation(s):**

A310 aeroplanes

**Effective Date:** Revision 1: 22 May 2017  
Original issue: 18 September 2007

**TCDS Number(s):** EASA.A.0172

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2007-0242 dated 04 September 2007.

### ATA 57 – Wing – Outer Wings Structural Fatigue – Inspection / Modification

**Manufacturer(s):**

Airbus (formerly Airbus Industrie)

**Applicability:**

A310 aeroplanes, all certified models, all serial numbers.

Note: For each of the actions required by this AD, the aeroplanes to which these actions apply are identified in each relevant "Action" paragraph of the Compliance-section of this AD.

**Reason:**

DGAC France issued AD 92-106-132 (later revised several times) to require a set of inspection- and modification tasks which addressed JAR/FAR 25-571 requirements related to damage-tolerance and fatigue evaluation of structure.

Following the Extended Design Service Goal activities as part of the Structure Task Group for the Airbus A310 program, EASA issued AD 2007-0053 which retained the requirements of DGAC France AD F-1992-106-132R7 (EASA approval 2004-12551), which was superseded, adding two Airbus Service Bulletins (SB) to the list of required Actions. After EASA AD 2007-0053 was issued, the thresholds and the intervals (which were part of the AD required actions) were updated in some Airbus SBs.



Consequently, EASA issued AD 2007-0242 to require accomplishment of the structural fatigue-related actions in accordance with the latest revision of these SBs. Consequently, that AD took over the requirements as specified in paragraphs 1.8, 1.9, 1.10, 1.13 and 1.18 of EASA AD 2007-0053, which was revised (R1) accordingly.

Since EASA AD 2007-0242 was issued, Airbus revised SB A310-57-2038, which was the subject of Action 4 in the original AD, and those requirements were transferred to the Airbus A310 Airworthiness Limitations Section (ALS) Part 2, Revision 1, compliance with which is required by EASA AD 2016-0217. Consequently, this AD is revised, deleting the Action 4 requirements accordingly. This revised AD also introduces some editorial changes, mainly for standardization and readability purposes, without affecting the requirements.

#### **Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

**Action 1: Wings – Leading Edge Access Panels Landing – Lower Skin – Inspection for Cracks at Bolt Holes**, applicable to aeroplane models A310-203 and A310-222, all serial numbers, except those on which Airbus modification (mod) 05101 has been embodied in production, or on which Airbus SB A310-57-2003 (any Revision) has been embodied in service before the accumulation of 9 400 flight cycles (FC) or 18 800 flight hours (FH), whichever occurred first since aeroplane first flight.

Note 1: If SB A310-57-2003 (any Revision) is embodied after the accumulation of 9 400 FC or 18 800 FH, whichever occurs first, the actions below are still required.

- (1) Before exceeding the threshold defined in Airbus SB A310-57-2002 Revision 03, accomplish the required inspection and, depending on findings, within the tolerances and time period defined, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A310-57-2002 Revision 03.

For aeroplanes previously inspected, before 18 September 2007 [the effective date of the original issue of this AD] in accordance with SB A310-57-2002 Revision 02, no further action is required by paragraph (1) of this AD.

Aeroplanes which, before 18 September 2007, have exceeded the threshold must be inspected within the delay (grace period) defined in paragraph 1.E.(2) of SB A310-57-2002 Revision 03, taking 18 September 2007 as a reference, and without exceeding the previous values quoted in the SB at Revision 02.

- (2) Thereafter, repeat the inspection within the intervals (see Note 2 of this AD) and according to the instructions defined in SB A310-57-2002 Revision 03 and, depending on findings, within the tolerances and time period defined, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A310-57-2002 Revision 03.

Note 2: For the first planned repeat inspection to occur after 18 September 2007 [the effective date of the original issue of this AD], a delay (grace period) can be applied, without exceeding the interval value quoted in SB A310-57-2002 Revision 02.



**Action 2: Wings – Inspect Area around Overwing Refuelling Aperture at Ribs 13 - 14**, applicable to aeroplane models A310-203, A310-204, A310-222, A310-304, A310-308, A310-322, A310-324 and A310-325, all serial numbers.

- (3) Before exceeding the threshold defined in Airbus SB A310-57-2006 Revision 04, accomplish the required inspection and, depending on findings, within the tolerances and time period defined, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A310-57-2006 Revision 04.

For aeroplanes previously inspected and corrected, before 18 September 2007 [the effective date of the original issue of this AD] in accordance with SB A310-57-2006 Revision 03, no further action is required by paragraph (3) of this AD.

Aeroplanes which, before 18 September 2007, have exceeded the values of the inspection threshold must be inspected within the delay (grace period) defined in paragraph 1.E.(2) of Airbus SB A310-57-2006 Revision 04, taking 18 September 2007 as a reference, and without exceeding the previous values quoted in the SB at the Revision 02.

- (4) Thereafter, repeat the inspection within the intervals (see Note 3 of this AD) and according to the instructions defined in SB A310-57-2006 Revision 04 and, depending on findings, within the tolerances and time period defined, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A310-57-2006 Revision 04.

Note 3: For the first planned repeat inspection to occur after 18 September 2007, a delay (grace period) can be applied, without exceeding the interval value quoted in SB A310-57-2006 Revision 03.

**Action 3: Wings – Upper Skin forward of Front Spar – Inspection for Cracks**, applicable to aeroplane models A310-203 and A310-222, all serial numbers, except those on which Airbus mod 05026 has been embodied in production, or on which Airbus SB A310-57-2005 (any Revision) has been embodied in service before the accumulation of 10 500 FC or 21 000 FH, whichever occurred first since aeroplane first flight.

Note 4: If Airbus SB A310-57-2005 (any Revision) was embodied after the accumulation of 10 500 FC or 21 000 FH, whichever occurred first since aeroplane first flight, the actions below are still required.

- (5) Before exceeding the threshold defined in Airbus SB A310-57-2032 Revision 04, accomplish the required inspection and, depending on findings, within the tolerances and time period defined, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A310-57-2032 Revision 04.

For aeroplanes previously inspected and corrected, before 18 September 2007 [the effective date of the original issue of this AD] in accordance with the instructions Airbus SB A310-57-2032 Revision 03, no further action is required by this paragraph (5).



Aeroplanes which, before 18 September 2007, have exceeded the values of the inspection threshold must be inspected in the delay (grace period) defined in paragraph 1.E.(2) of SB A310-57-2032 Revision 04, taking 18 September 2007 as a reference, and without exceeding the previous values quoted in the SB at the Revision 03.

- (6) Thereafter, repeat the inspection at the intervals (see Note 5 of this AD) and according to the instructions defined in SB A310-57-2032 Revision 04 and, depending on findings, within the tolerances and time period defined, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A310-57-2032 Revision 04.

Note 5: For the first planned repeat inspection to occur after 18 September 2007 [the effective date of the original issue of this AD], a delay (grace period) can be applied, without exceeding the interval value quoted in SB A310-57-2032 Revision 03.

**Action 4: Wings – Stringer Flanges at Rib 14 Wing Bottom Skin – Inspection for Cracks**, applicable to aeroplane models A310-203 and A310-222, all serial numbers, except those on which Airbus mod 04987 has been embodied in production.

(7) Deleted.

(8) Deleted.

Note 6: Action 4 was deleted from this revised AD as it was transferred to the Airbus A310 ALS Part 2, Revision 01, compliance with which is required by EASA AD 2016-0217.

**Action 5: Wings – Inspection of Rear Spar at selected Bolt Locations for attachment of Main Landing Gear Forward Pick-up Fitting**, applicable to aeroplane models A310-203, A310-204, A310-222, A310-304, A310-308, A310-322 and A310-324, all serial numbers, except those on which Airbus mod 07601 has been embodied in production.

- (9) Before exceeding the threshold defined in Airbus SB A310-57-2046 Revision 08, accomplish the required inspection and, depending on findings, within the tolerances and time period defined, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A310-57-2046 Revision 08.

For aeroplanes previously inspected and corrected, before 18 September 2007 [the effective date of the original issue of this AD] in accordance with SB A310-57-2046 Revision 07, no further action is required by paragraph (9) of this AD.

Aeroplanes which, before 18 September 2007, have exceeded the values of the inspection threshold must be inspected within the delay (grace period) defined in paragraph 1.E.(2) of SB A310-57-2046 Revision 08, taking 18 September 2007 as a reference, and without exceeding the previous values quoted in the SB at the Revision 07.

- (10) Thereafter, repeat the inspection at the intervals (see Note 7 of this AD) and according to the instructions defined in Airbus SB A310-57-2046 Revision 08 and, depending on findings, within



the tolerances and time period defined, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A310-57-2046 Revision 08.

Note 7: For the first planned repeat inspection to occur after 18 September 2007 [the effective date of the original issue of this AD], a delay (grace period) can be applied, without exceeding the interval value quoted in SB A310-57-2046 Revision 07.

Note 8: For A310-300 series aeroplanes in post-mod 07601 configuration, inspections are detailed in the Structure Significant Item (SSI) 57.21.16 of the Maintenance Review Board Document (MRBD).

#### **Terminating Action(s):**

(11) None.

#### **Ref. Publications:**

Airbus SB A310-57-2002 Revision 02 dated 04 January 1996, or Revision 03 dated 28 November 2006.

Airbus A310-57-2003 original issue dated 20 August 1986, or Revision 01 dated 10 September 1986, or Revision 02 dated 21 October 1986, or Revision 03 dated 16 October 2006.

Airbus A310-57-2005 original issue dated 28 March 1985, or Revision 01 dated 17 June 1985, or Revision 02 dated 11 October 1985, or Revision 03 dated 02 October 2006.

Airbus A310-57-2006 Revision 03 dated 02 May 2006, or Revision 04 dated 21 May 2007.

Airbus A310-57-2032 Revision 03 dated 04 January 1996, or Revision 04 dated 01 December 2006.

Airbus A310-57-2046 Revision 07 dated 02 April 1999, or Revision 08 dated 01 December 2006.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

#### **Remarks:**

1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD.
2. The original issue of this AD was posted on 06 August 2007 as PAD 07-131 for consultation until 03 September 2007. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the AD Focal Point -Certification Directorate, EASA. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS – EIAW (Airworthiness Office),  
E-mail: [continued.airworthiness-wb.external@airbus.com](mailto:continued.airworthiness-wb.external@airbus.com).

