



Airworthiness Directive

AD No.: 2016-0170

Issued: 19 August 2016

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: 02 September 2016

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Bottom Skin at Main Landing Gear Reinforcing Plate – Modification

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A310-203, A310-221, A310-222, A310-304, A310-308, A310-322, A310-324 and A310-325 aeroplanes, all manufacturer serial numbers.

Reason:

In response to the FAA Part 26 rule, wing structural items of the Airbus A310 design that are deemed potentially susceptible to Widespread Fatigue Damage (WFD) have been assessed. The bottom skin at the main landing gear (MLG) reinforcing plate has been highlighted as an area susceptible to Multi Site Damage (MSD).

This condition, if not corrected, could reduce the structural integrity of the wing.

Airbus performed a detailed widespread fatigue damage tolerance analysis of the bottom skin at the MLG reinforcing plate, and concluded that a modification is necessary to the fastener holes at the inboard edge of the reinforcing plate forward of the rear spar. The modification consists of inspection and a first oversize of the critical holes on the first two rows of fasteners. Airbus modification 13751 was introduced and Service Bulletin (SB) A310-57-2104 was issued to provide



in-service modification instructions. The accomplishment of this modification at the specified time will recondition/renovate/extend the life of the fastener holes in the bottom skin at the MLG reinforcing plate and prevent the development of MSD up to the Extended Service Goal (ESG).

For the reasons described above, this AD requires certain modifications to the wing bottom skin at the MLG reinforcing plate, forward of the wing rear spar.

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

Required as indicated, unless accomplished previously:

Within the compliance times as defined in Table 1, or Table 2, or Table 3 of this AD, as applicable to aeroplane type and utilisation, accomplish modification of the left hand (LH) and right hand (RH) wing bottom skin at the MLG reinforcing plate in accordance with the instructions of Airbus SB A310-57-2104.

Note: The short range is applicable for aeroplanes with an average flight time lower than 1,5 flight hours (FH). The normal range is applicable for aeroplanes with an average flight time equal or higher than 1,5 FH.

Table 1 – A310-200 Aeroplanes

Compliance Time (whichever occurs later, A or B)	
A	Before exceeding 28 800 flight cycles (FC) or 57 600 FH whichever occurs first since aeroplane first flight
B	Within 960 FC, or 1 920 FH, or 12 months, whichever occurs first after the effective date of this AD

Table 2 – A310-300 ‘Short-Range’ Aeroplanes (see Note of the AD)

Compliance Time (whichever occurs later, A or B)	
A	Before exceeding 27 700 FC or 77 700 FH, whichever occurs first since aeroplane first flight
B	Within 920 FC, or 2 580 FH, or 12 months, whichever occurs first after the effective date of this AD



Table 3 – A310-300 ‘Long-Range’ Aeroplanes (see Note of the AD)

Compliance Time (whichever occurs later, A or B)	
A	Before exceeding 20 500 FC or 102 500 FH, whichever occurs first since aeroplane first flight
B	Within 680 FC, or 3 420 FH, or 12 months, whichever occurs first after the effective date of this AD

Ref. Publications:

Airbus SB A310-57-2104 original issue dated 15 December 2015.

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

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 18 July 2016 as PAD 16-106 for consultation until 15 August 2016. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – EIAW (Airworthiness Office),
E-mail: continued.airworthiness-wb.external@airbus.com.

