



Airworthiness Directive

AD No.: 2017-0122

Issued: 18 July 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: 01 August 2017

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Lower Tee Fitting – 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 were assessed regarding Widespread Fatigue Damage (WFD) phenomenon. One outcome was that the outer wing lower junction is prone to WFD at level of the first fasteners row, close to Rib 1 between Frame (FR) 40 and FR 47.

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

Prompted by the conclusion of WFD analysis, Airbus issued Service Bulletin (SB) A310-57-2105 to provide modification instructions. The accomplishment of this modification at the specified time will recondition/renovate/extend the life of the fasteners holes at Rib 1, in order to reach the Limit Of Validity.



For the reasons described above, this AD requires cold working of the affected holes at Rib 1, stiffeners 1 to 14, on both outer wings between FR 40 and FR 47.

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

Required as indicated, unless accomplished previously:

Before exceeding the compliance time as defined in Table 1 of this AD, as applicable, modify the fasteners holes at Rib 1, stiffeners 1 to 14, on both outer wings between FR 40 and FR 47, in accordance with the instructions of Airbus SB A310-57-2105.

Table 1 – Cold Working Modification of Holes at Rib 1

Aeroplanes	Compliance Times (Flight Cycles (FC) or Flight Hours (FH) whichever occurs first since aeroplane first flight)
A310-203, A310-221 and A310-222	47 000 FC or 103 900 FH
A310-304, A310-308, A310-322, A310-324 and A310-325	42 100 FC or 118 100 FH

Ref. Publications:

Airbus SB A310-57-2105 original issue dated 23 November 2016.

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 May 2017 as PAD 17-061 for consultation until 15 June 2017. 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.

