Airworthiness Directive

AD No.: 2020-0112R1

Issued: 27 May 2020

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:
AIRBUS

Type/Model designation(s):
A310 aeroplanes

Effective Date: 03 June 2020 (same as original issue)

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2020-0112 dated 20 May 2020.

ATA 53 – Fuselage – Structure, Windshield Frame and Closing Panel / Circumferential Junction Areas – Inspections

Manufacturer(s):
Airbus, formerly Airbus Industrie

Applicability:
Airbus A310 aeroplanes, all certified models, all manufacturer serial numbers (MSN).

Definitions:
For the purpose of this AD, the following definitions apply:

The first inspection area: Fuselage internal structure from frame (FR) 2 to FR 4, windshield FR lower section and closing panel on left-hand (LH) and right-hand (RH) sides.

The second inspection area: Stringer (STR) couplings in circumferential junction areas at FR 40/41 from STR13, LH and RH sides, to crown centre line internal surface.

AFT: Average flight time (AFT), which is determined by taking the accumulated flight hours (FH, counted from the take-off up to the landing) and dividing these by the number of accumulated flight cycles (FC). Short range (SR) aeroplanes are those with an AFT equal to, or less than, 4 FH per FC. Long range (LR) aeroplanes are those with an AFT higher than 4 FH per FC.

Groups:

- Group 1 are A310-203, A310-203C, A310-204, A310-221, A310-222, A310-304, A310-308, A310-322, A310-324 and A310-325 aeroplanes which have Airbus modification (mod) 3632 embodied in production.
- Group 2 are A310-304, A310-308, A310-322, A310-324 and A310-325 aeroplanes.

Note: An individual MSN may belong to more than one Group.

Reason:

During a scheduled inspection, linked to Widespread Fatigue Damage (WFD), in accordance with Airworthiness Limitation Items (ALI) Task 531101-02-6A, a crack was discovered at the first inspection location. Another crack was identified during inspection in accordance with ALI Task 531101-02 at hole location #10 on the LH side of FR 4. Further investigation confirmed that the crack had developed only on the frame.

This condition, if not detected and corrected, could lead to crack initiation and propagation, possibly resulting in reduced structural integrity of the fuselage.

To address this potential unsafe condition, Airbus issued Variation 3.2 to A310 Airworthiness Limitations Section (ALS) Part 2 Revision 03, providing instructions for repetitive special detailed inspections (SDI) of the first inspection area, as defined in this AD. In addition, Airbus issued Variation 3.3 to A310 ALS Part 2 Revision 03, providing instructions for repetitive SDI of the second inspection area.

For the reasons described above, EASA issued AD 2020-0112 to require repetitive SDI of the first and second inspection areas and, depending on findings, accomplishment of applicable corrective action(s).

The content of that AD was originally published for consultation as PAD 19-215, which proposed to supersede EASA AD 2019-0091, by requiring all actions specified in Airbus A310 ALS Part 2 Revision 03 and Variation 3.1, and those specified in Variations 3.2 and 3.3. Following PAD consultation, it was determined that the initial compliance time for the SDI introduced by Variations 3.2 and 3.3 warrants issuance of a final, stand-alone AD, not superseding existing EASA AD 2019-0091 for ALS Part 2 Revision 03 and Variation 3.1. This will also prevent difficulties with overlapping AMP update actions.

This AD is revised to include the grace periods specified in Airbus A310 ALS Part 2 Revision 03 Variation 3.2.

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

Required as indicated, unless accomplished previously:

Inspection(s):

(1) For Group 1 aeroplanes: Before exceeding 17 200 FC since aeroplane first flight, or within 27 days after the effective date of this AD, whichever occurs later, or within 13 100 FC after the latest accomplishment of ALI Task 531101-02-6A, as applicable, and, thereafter, at intervals not

to exceed 13 100 FC, accomplish an SDI of the first inspection area in accordance with the instructions of ALI Task 531101-03-1A.

(2) For Group 2 aeroplanes: Within the compliance time and, thereafter, at intervals not to exceed the values as defined in Table 1 of this AD, accomplish an SDI of the second inspection area in accordance with the instructions of ALI Task 531503-01-1A or 531503-01-1A-S, as applicable.

Table 1: Second Inspection Area / Group 2

AFT	Compliance Time (whichever occurs first since aeroplane first flight)	Interval (whichever occurs first since last SDI)	Applicable Task
LR	122 400 FH or 43 800 FC	10 500 FH or 3 700 FC	531503-01-1A
SR	214 500 FH or 42 900 FC	17 400 FH or 3 400 FC	531503-01-1A-S

Corrective Action(s):

(3) If, during any SDI as required by paragraph (1) or (2) of this AD, discrepancies are detected, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

Terminating Action:

(4) None

Ref. Publications:

Airbus A310 ALS Part 2 Revision 03 Variation 3.2 dated 01 July 2019.

Airbus A310 ALS Part 2 Revision 03 Variation 3.3 dated 17 December 2019.

The use of later approved revisions of the above-mentioned documents 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. The original issue of this AD was posted on 18 December 2019 as PAD 19-215 for consultation until 15 January 2020. The Comment Response Document can be found in the EASA Safety Publications Tool, in the compressed (zipped) file attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – IIAW (Airworthiness Office);
E-mail: continued.airworthiness-wb.external@airbus.com.