

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2005-001</b>	Distribution: <b>B</b>	Issue date: <b>January 05, 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>	
	<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>			
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>Action 14 of AD 1992-106-132 R6</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>57</b>	Subject: <b>Centre wing - Inspection and modification of rear spar internal angle and tee fitting</b>			

**1. EFFECTIVITY:**

AIRBUS A310 aircraft, all certified models and all serial numbers.

**2. REASONS:**

Analysis of the in-service inspection results has led the manufacturer to modify the inspection programme [redefinition of thresholds and intervals – completion of Fatigue Rating (FR)] rendered mandatory by action 14 of Airworthiness Directive (AD) 1992-106-132.

This inspection programme thus modified is rendered mandatory by this AD in order to detect and guard against all damage associated with a structural fatigue phenomenon of the rear spar internal angle and the tee fitting located in the centre wing box.

The modification of the angle and of the tee fitting is also rendered mandatory by this AD.

As a consequence AD 1992-106-132 is revised.

**3. MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The following measures are rendered mandatory from the effective date of this AD.

**3.1. Rear spar internal angle inspection**

**3.1.1.**

- At threshold of Service Bulletin AIRBUS (SB) A310-57-2047 Revision 6,
- or
- within 1000 flights without exceeding 1600 flight hours from the effective date of this AD,

whichever occurs later, perform the inspection, and apply the corrective measures if necessary, of the holes in the rear spar internal angle located in the centre wing box in accordance with the instructions defined in SB A310-57-2047 Revision 6.

Aircraft already inspected in accordance with SB A310-57-2047, Revision 3 or any later approved revision, are not concerned by the requirements of this paragraph 3.1.1.



**3.1.2.** According to the results of the previous inspection and the corrective measures taken, repeat the inspection and the corrective measures, if necessary, in accordance with the instructions and at the intervals defined in SB A310-57-2047 Revision 6.

### **3.2. Tee fitting inspection**

**3.2.1.** Perform the inspection, and apply the corrective measures if necessary, of the tee fitting, LH side and RH side, at the threshold and in accordance with the instructions defined in SB A310-57-2047 Revision 6.

Aircraft already inspected in accordance with SB A310-57-2047 Revision 6, or any later approved revision, are not concerned by the requirements of this paragraph 3.2.

**3.2.2.** According to the results of the previous inspection and the corrective measures taken, repeat the inspection and the corrective measures, if necessary, in accordance with the instructions and at the intervals defined in SB A310-57-2047 Revision 6.

### **3.3. Modification of angle and tee fitting**

Within 5 years following the effective date of this AD, modify the holes in the angle and in the tee fitting by cold expansion in accordance with the instructions of SB A310-57-2035 Revision 7.

Aircraft having received in production embodiment of modifications Nos. 6672, 6673 and 7387 in full are not concerned by the requirement of this paragraph 3.3.

Aircraft modified in accordance with SB A310-57-2035 at original issue or any later approved revisions are not concerned by the requirement of this paragraph 3.3.

After accomplishment of this modification, angle and tee fitting inspection programme will remain effective in accordance with the requirements of paragraphs 3.1. and 3.2. above.

## **4. REFERENCE PUBLICATIONS.**

AIRBUS Service Bulletins:  
A310-57-2047 Revision 3, 4, 5, 6  
A310-57-2035 Revision 7  
Any later approved revision of these SB's is acceptable.

## **5. EFFECTIVE DATE:**

January 15, 2005.

## **6. REMARKS:**

For questions concerning the technical contents of this AD's requirements, contact:  
AIRBUS SAS - Didier AURICHE - Fax: 33 5 61 93 45 80.

## **7. APPROVAL:**

This AD is approved under EASA reference No 2004-12541 dated December 27, 2004.