EASA	AIRWORTHINESS DIRECTIVE
	AD No : 2007-0195 **Date: 19 July 2007**

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.

Type Approval Holder's Name :	**Type/Model designation(s) :**
AIRBUS SAS	A310 aircraft

TCDS Number: France No 145

Foreign AD: Not applicable.

Supersedure: This AD supersedes EASA Emergency AD 2006-0335-E

ATA 57	**Wings - Main Landing Gear (MLG) Attachment - Inspection**
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	AIRBUS aircraft A310, all certified models, all serial numbers except for those where LH and RH wing MLG rib 5 forward lugs have been repaired by installation of oversized interference fit bushes as per Repair drawing R57249121, or which have had AIRBUS Service Bulletin (SB) A310-57-2090 (AIRBUS modification n°13329) embodied in-service.
Reason:	During routine visual inspection, cracks were found in the wing MLG rib 5 forward attachment lugs on two A310 in-service aircraft. Laboratory examination of the cracked ribs confirmed that the crack was due to the presence of pitting corrosion in the forward lug hole. Also on both aircraft medium to heavy corrosion was found in the forward lugs on the opposite wing after removal of the bushes. This condition, if not detected, could affect the structural integrity of the MLG attachment. As an interim measure, Airbus published Alert Service Bulletin (ASB) A310-57A2088 to introduce a repetitive Detailed Visual Inspection (DVI) of the forward attachment lug of MLG Rib 5. EASA issued Emergency Airworthiness Directive (EAD) 2006-0335-E to require the accomplishment of this repetitive DVI. In order to ensure the detection of any crack at an early stage in the forward lug of the RH and LH MLG Rib 5 aft bearing attachment, the Type Certificate holder has developed a new inspection by means of ultrasonic method. For the reasons described above, this new inspection program is rendered mandatory by this AD, which cancels and replaces the requirement of EAD 2006-0335-E.
Effective Date:	02 August 2007

Compliance:	From the effective date of this AD, unless already accomplished, the following measures are rendered mandatory in accordance with instructions defined in SB A310-57-2091 original issue: **1.** Before accumulation of 12 000 flight cycles (FC) from new or from time of MLG Rib 5 replacement, or within 14 calendar days from the effective date of this AD if the threshold of 12 000 FC has been already exceeded, perform either a visual inspection (DVI) or an ultrasonic inspection of the LH and RH MLG rib 5 aft bearing forward lugs. **Note 1**: When ASB A310-57A2088 has been accomplished, the next DVI is required 100 FC from the last inspection as per ASB A310-57A2088. **Note 2**: If a MLG Rib 5 has been replaced on one side only, then the RH and LH should be considered separately. **Note 3**: The ultrasonic inspection will detect any crack at an early stage and will limit the risk of extensive repairs. This earlier crack detection is not possible with the DVI. **2.** If no crack is detected, repeat inspection at intervals not exceeding 100 FC (following a DVI) or at intervals not exceeding 825 FC (following an ultrasonic inspection), or accomplish AIRBUS SB A310-57-2090. **Note 4**: after embodiment of AIRBUS SB A310-57-2090, no further actions are required in accordance with this AD and SB A310-57-2091. **3.** If crack is detected per the DVI, the cracked MLG Rib 5 must be replaced before the next flight. Contact AIRBUS for rib replacement disposition. **4.** If crack is detected on MLG Rib 5 aft bearing forward lug per the ultrasonic inspection, perform a DVI before next flight. Depending on the DVI result: **4.1** If no crack is visible, the aircraft can be operated up to the accomplishment of the Repair Drawing R57249121, provided that a repeat DVI is performed every 36 calendar hours with no crack detected. **Note 5**: After embodiment of Repair R57249121, no further actions are required in accordance with this AD and SB A310-57-2091. **4.2** If crack is visible, the cracked MLG rib 5 must be replaced before next flight. Contact AIRBUS for rib replacement disposition. **5.** Fill in the SB A310-57-2091 inspection report sheet, and send the results of the inspection, including no finding, replacement or actions to be done to AIRBUS.
Ref. Publications:	AIRBUS Service Bulletin A310-57-2091 original issue, A310-57-2090 original issue, or later approved revisions; and Airbus Repair R57249121.
Remarks :	1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted for consultation on 20 June 2007 as PAD 07-101 until 18 July 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. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – Airworthiness Office – EAW Fax: + 33 5 61 93 44 51.