


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2008-0208R2</b></p> <p><b>Date: 24 September 2013</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Design Approval Holder's Name :</b> AIRBUS</p>	<p><b>Type/Model designation(s) :</b> A310 aeroplanes</p>
TCDS Number:	France No. 145
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2008-0208R1 dated 19 December 2008.
<b>ATA 57</b>	<b>Wings – Centre Wing Bottom Skin at Rib 1 – Inspection</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	A310 aeroplanes, all certified models, all serial numbers.
Reason:	<p>DGAC France issued AD 1997-006-210 for A300, A310 and A300-600 aircraft to detect the presence of corrosion and prevent crack propagation at the wing bottom skin, inboard and outboard of the Rib 1 external lower surface splice, between Frame (FR) 40 and FR47. This condition, if not corrected, could affect the structural integrity of the airframe.</p> <p>DGAC France AD 1997-006-210R1 was issued to expand the choice of applicable Service Bulletins (SB). AD F-1997-006-210R2 (EASA approval number 2005-2576) was issued to allow A300-600 operators to use Revision 04 of Airbus SB A300-57-6047, converting flight cycles / "Fatigue rating" into flight cycles (FC) / flight hours (FH).</p> <p>Subsequently, Airbus modification (mod) 10599 was developed to improve the corrosion behaviour of the area. This improvement allowed refining the inspection programme of the A300-600 aeroplane. For post-modification 10599 A300-600 aeroplanes, the application of the Maintenance Review Board Report (MRBR) inspection tasks was deemed sufficient for maintaining an adequate level of safety on these aircraft.</p> <p>Consequently, EASA issued AD 2008-0208 (later revised), retaining the requirements of DGAC France AD F-1997-006-210R2, which was superseded, to require the use of Airbus SB A300-57-6047 Revision 05 for the inspections and to exclude post-mod 10599 A300-600 aeroplanes from the Applicability.</p>

	<p>Since EASA AD 2008-0208R1 was issued, a fleet survey and updated Fatigue and Damage Tolerance analyses have been performed in order to substantiate the second A300-600 Extended Service Goal (ESG2) exercise. The results of these analyses have shown that the threshold and intervals must be reduced to allow timely detection of these cracks and the accomplishment of an applicable corrective action.</p> <p>For the reasons described above, this AD is revised to remove A300 and A300-600 aeroplanes from the Applicability, while retaining the requirements of EASA AD 2008-0208R1 for A310 aeroplanes. For A300 and A300-600 aeroplanes, the subject is now addressed through new EASA AD 2013-0230.</p>
Effective Date:	<p>Revision 02: 08 October 2013</p> <p>Revision 01: 09 December 2008</p> <p>Original issue: 25 November 2008</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 5 years since new or within 18 months after 11 January 1997 [the effective date of DGAC AD 1997-006-210, original issue], whichever occurs later, accomplish a detailed visual corrosion inspection and corrective actions if necessary, in accordance with the instructions of SB A310-57-2061 Revision 01.</p> <p>For aircraft in service for 15 to 20 years on 11 January 1997 [the effective date of DGAC AD F-1997-006-210, original issue], this first inspection must be performed within 12 months after 11 January 1997 [the effective date of DGAC AD F-1997-006-210, original issue].</p> <p>For aircraft in service for more than 20 years on 11 January 1997 [the effective date of DGAC AD F-1997-006-210, original issue], this first inspection must be performed within 6 months after 11 January 1997 [the effective date of DGAC AD F-1997-006-210, original issue].</p> <p>(2) After the initial inspection as required by paragraph (1) of this AD, at intervals not to exceed 5 years, repeat the corrosion inspection and corrective actions if necessary in accordance with the instructions of SB A310-57-2061 Revision 01.</p> <p>(3) Depending on the results of each corrosion inspection as required by this AD and the reworked depth, within the thresholds and intervals defined in SB A310-57-2061 Revision 01, accomplish an inspection to detect possible cracks and apply an approved repair solution if needed, in accordance with the instructions of SB A310-57-2061 Revision 01.</p> <p>When cracks are detected, before further flight, contact Airbus for approved instructions and accomplish those instructions accordingly.</p> <p>The thresholds and intervals given for the fatigue inspection programmes have been determined for average flight times of 95 minutes.</p> <p>Note: To establish the average flight time, take the accumulated flight time (counted from the take-off up to the landing) and divide by the number of accumulated flight cycles. This gives the average flight time per flight cycle.</p> <p>When aeroplanes are operated with different average flight times, contact Airbus to obtain the adjusted threshold and intervals.</p> <p>(4) Inspections and corrective actions accomplished in accordance with any previous issue of the Airbus SB identified in this AD are acceptable for compliance with the requirements in this AD.</p>

Ref. Publications:	Airbus SB A310-57-2061 original issue dated 04 December 1995 or Revision 01 dated 02 April 1999.  The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	<ol style="list-style-type: none"><li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li><li>2. The original issue of this AD was posted on 02 September 2008 as PAD 08-100 for consultation until 30 September 2008. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</li><li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li><li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EIAW (Airworthiness Office), Email: <a href="mailto:continued.airworthiness-wb.external@airbus.com">continued.airworthiness-wb.external@airbus.com</a>.</li></ol>