EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0125 **Date: 30 June 2011** 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

This AD is issued in accordance with EC 1702/2003, Part 21A.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].

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

TCDS Number :	France N° 145
Foreign AD :	Not applicable
Supersedure:	This AD supersedes DGAC France AD 2003-242(B), dated 25 June 2003.

ATA 57	**Wings - Bottom Skin No. 2 Panel - Inspection**
Manufacturer(s):	AIRBUS (formerly Airbus Industrie)
Applicability:	AIRBUS A310 aeroplanes, all certified models, all serial numbers, except: - Aeroplanes that have been modified in service by Airbus Service Bulletin (SB) A310-57-2081 (at any revision) or during production by Airbus modification 12525, and - Aeroplanes that have been repaired in accordance with Airbus permanent Repair R57349243 or R57349237.
Reason:	DGAC France issued AD 2003-242(B) to require an inspection programme for aeroplanes with pre- and post- Airbus modification 05106 configurations (Airbus SB A310-57-2004) in order to detect any crack located on the trailing edge of the wing bottom skin No.2 panel of the all-speed-aileron servo control bay. A crack at this location, if not detected and corrected, would propagate towards the wing rear spar and ultimately into the wing fuel tank area. Undetected cracks would affect the structural integrity of the LH and/or RH wing. Since issuance of DGAC France AD 2003-242(B), a reassessment of the previous fatigue threshold and inspection interval has been completed. As a result of the reassessment, the inspection thresholds and intervals for accomplishment of the tasks as defined in Airbus SB A310-57-2082 have been adjusted and reduced. Airbus SB A310-57-2082 Revision 03 has been published, in which the compliance time periods for these inspection thresholds and intervals have been amended. For the reasons stated above, this AD retains the requirements of the DGAC France AD 2003-242(B), which is superseded, and requires implementation of the amended inspection programme.
Effective Date:	14 July 2011

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within the applicable thresholds and thereafter at intervals not to exceed those indicated in Airbus SB A310-57-2082 Revision 03, as applicable, accomplish a High Frequency Eddy Current (HFEC) inspection around the fasteners of the landing plate of the wing bottom skin No.2 panel, LH and RH wing, in accordance with the Accomplishment Instructions of Airbus SB A310-57-2082 Revision 03. (2) Inspections and corrective actions accomplished prior to the effective date of this AD, in accordance with Airbus SB A310-57-2082 at original issue or Revision 01 or Revision 02, are acceptable to comply with the initial requirements of paragraph (1) of this AD. After the effective date of this AD, repetitive inspections and corrective actions must be accomplished in accordance with the Accomplishment Instructions of Airbus SB A310-57-2082 Revision 03. (3) If the revised inspection threshold or interval has been exceeded, the first or next inspection is required within the applicable grace period, to be calculated from the effective date of this AD, as indicated in Airbus SB A310-57-2082 Revision 03. (4) If any crack is detected during any of the inspections as required by paragraphs (1) or (3) of this AD, within the applicable thresholds, as indicated in Airbus SB A310-57-2082 Revision 03, accomplish the corrective actions in accordance with the Accomplishment Instructions of Airbus SB A310-57-2082 Revision 03. (5) The temporary repair of cracks as identified in Airbus SB A310-57-2082 Revision 03 does not constitute terminating action for the repetitive inspections required by this AD. (6) Modification of an aeroplane by installing a reinforcement plate in accordance with the Accomplishment Instructions of Airbus SB A310-57-2081 (at any revision), or the repair of the aeroplane in accordance with Airbus permanent Repair R57349243 or R57349237 constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.
Ref. Publications:	Airbus SB A310-57-2081 original issue, Revision 01, Revision 02, Revision 03; Airbus SB A310-57-2082 original issue, Revision 01, Revision 02, Revision 03. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD. Repair R57349243, Repair R57349237.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 26 May 2011 as PAD 11-054 for consultation until 23 June 2011. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, 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 – EAW (Airworthiness Office, Telephone: + 33 5 61 18 41 39, Fax: + 33 5 61 93 44 51).