


EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2014-0200R1	
	Date: 19 September 2014 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 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].		
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A310 aeroplanes	
TCDS Number:	EASA.A.172	
Foreign AD:	Not applicable	
Revision:	This AD revises EASA AD 2014-0200 dated 08 September 2014, which superseded EASA AD 2008-0211 dated 08 December 2008.	
ATA 57	Wings – Wing Top Skin Panels 1 and 2 at Rib 2 – Inspection / Repair	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	Airbus A310 aeroplanes, all certified models, all manufacturer serial numbers.	
Reason:	<p>Following scheduled maintenance, cracks were found around the wing top skin panels fastener holes at Rib 2, between Stringer (STG) 2 and STG14.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the aeroplane. The General Visual Inspection required by the existing applicable Airworthiness Limitation Items (ALI) tasks may not be adequate to detect these cracks.</p> <p>To address this issue, Airbus developed an inspection programme based on repetitive detailed inspections (DET) to ensure that any visible cracks in the wing top skin panels 1 and 2 along Rib 2 are detected in time and repaired appropriately. EASA issued AD 2008-0211 to require implementation of this inspection programme.</p> <p>Since that AD was issued, Airbus improved the inspection programme with an ultrasonic inspection to allow earlier crack detection, to subsequently reduce the scope of potential repair action, and to extend the intervals of the repetitive inspections.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2008-0211, which is superseded, and requires supplementary repetitive ultrasonic inspections of the wing top skin panel 1 and 2 between STG2 and STG10 at Rib 2.</p> <p>This AD is revised to correct an omission. Paragraph (2) addresses aeroplanes previously inspected, the numbering has changed for subsequent paragraphs.</p>	

Effective Date:	22 September 2014												
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the initial compliance time and, thereafter, at intervals defined in Table 1 of this AD, as applicable to aeroplane model and Average Flight Time (AFT), accomplish the following actions <u>concurrently and in sequence</u> in accordance with the instructions of Airbus Service Bulletin (SB) A310-57-2096 Revision 02:</p> <p>(1.1) Accomplish a DET around the fastener holes in the wing top skin panels 1 and 2, along Rib 2, between the front and rear spars on the left-hand (LH) and right-hand (RH) sides, and</p> <p>(1.2) Accomplish an ultrasonic inspection around the fastener holes in the wing top skin panels 1 and 2, along Rib 2, between STG2 and STG10 on the LH and RH sides.</p> <p style="text-align: center;">Table 1 – Inspection Threshold and Intervals, whichever occurs first, flight hours (FH) or flight cycles (FC)</p> <table border="1" data-bbox="563 775 1425 1066"> <thead> <tr> <th data-bbox="563 775 796 846">Aeroplane Models / AFT</th> <th data-bbox="796 775 1177 846">Thresholds (since aeroplane first flight)</th> <th data-bbox="1177 775 1425 846">Intervals (not to exceed)</th> </tr> </thead> <tbody> <tr> <td data-bbox="563 846 796 918">A310-200</td> <td data-bbox="796 846 1177 918">37 400 FH 18 700 FC</td> <td data-bbox="1177 846 1425 918">4 100 FH 2 000 FC</td> </tr> <tr> <td data-bbox="563 918 796 990">A310-300 (AFT < 4 hours)</td> <td data-bbox="796 918 1177 990">48 400 FH 17 300 FC</td> <td data-bbox="1177 918 1425 990">5 600 FH 2 000 FC</td> </tr> <tr> <td data-bbox="563 990 796 1061">A310-300 (AFT ≥ 4 hours)</td> <td data-bbox="796 990 1177 1061">64 300 FH 12 800 FC</td> <td data-bbox="1177 990 1425 1061">7 500 FH 1 500 FC</td> </tr> </tbody> </table> <p>Note 1: For the purpose of this AD, the AFT should be established as follows for the determination of:</p> <ul style="list-style-type: none"> - The inspection threshold (TH), as the total accumulated FH, counted from take-off to touch-down, divided by the total accumulated FC at the effective date of this AD. - The first inspection interval (INT), as the total accumulated FH divided by the total accumulated FC at the time of the TH inspection. - The second inspection INT onwards, as the FH divided by the FC accumulated between the last two inspections. <p>(2) For aeroplanes already inspected before the effective date of this AD in accordance with the instructions of Airbus SB A310-57-2096 at original issue or Revision 01, the next inspection (DET and ultrasonic) after the effective date of this AD must be accomplished within the interval defined in Table 2 of this AD, as applicable. Subsequently, accomplish the actions as required by paragraph (1) of this AD.</p> <p>(3) If no ultrasonic equipment is available for the first or the next due inspection as required by paragraph (1) of this AD, as applicable, accomplish the following actions:</p> <p>(3.1) Accomplish a DET as required by paragraph (1.1) of this AD, as follows:</p> <p>(3.1.1) For aeroplanes not inspected before the effective date of this AD: Within the initial compliance time defined in Table 1 of this AD.</p> <p>(3.1.2) For aeroplanes already inspected before the effective date of this AD in accordance with the instructions of Airbus SB A310-57-2096 at original issue or Revision 01: Within the interval as defined in Table 2 of this AD.</p>	Aeroplane Models / AFT	Thresholds (since aeroplane first flight)	Intervals (not to exceed)	A310-200	37 400 FH 18 700 FC	4 100 FH 2 000 FC	A310-300 (AFT < 4 hours)	48 400 FH 17 300 FC	5 600 FH 2 000 FC	A310-300 (AFT ≥ 4 hours)	64 300 FH 12 800 FC	7 500 FH 1 500 FC
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A310-300 (AFT ≥ 4 hours)	64 300 FH 12 800 FC	7 500 FH 1 500 FC											

(3.2) Thereafter, without exceeding the intervals as defined in Table 2 of this AD, accomplish a DET and an ultrasonic inspection as required by paragraphs (1.1) and (1.2) of this AD.

(3.3) Subsequently, accomplish the actions as required by paragraph (1) of this AD.

Table 2 - Inspection Intervals for aeroplanes already inspected in accordance with Airbus SB A310-57-2096 at original issue or Revision 01

Aeroplane Models (AFT)	Intervals (whichever occurs first, FH or FC, since last inspection)
A310-200	3 500 FH 1 700 FC
A310-300 (AFT < 4 hours)	4 600 FH 1 600 FC
A310-300 (AFT ≥ 4 hours)	6 100 FH 1 200 FC

(4) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, any cracks are found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.

Note 2: Repair of an aeroplane in accordance with approved Airbus instructions constitutes terminating action for the requirements of paragraph (1) of this AD only for the repaired area(s) of that aeroplane. Such areas must be inspected in accordance with the inspection programme defined in the Airbus repair instruction document.

Ref. Publications:

Airbus SB A310-57-2096 original issue dated 06 May 2008, or Revision 01 dated 05 August 2010, or Revision 02 dated 05 March 2014.

The use of later approved revisions of this document 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 30 July 2014 as PAD 14-128 for consultation until 27 August 2014. The Comment Response Document can be found at <http://ad.easa.europa.eu>.
3. Enquiries regarding this AD should be referred to the Safety Information 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 – EIAW (Airworthiness Office) E-mail: continued.airworthiness-wb.external@airbus.com.