


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 08-105</p> <p>Date: 16 September 2008</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance/cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A310 aircraft</p>
<p>TCDS Number : France N° 145</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
ATA 57	Wings – Wing Top Skin Panels 1 and 2 Rib 2 – Inspection / Repair
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	Airbus A310-203, A310-203C, A310-204, A310-221, A310-222, A310-304, A310-308, A310-322, A310-324 and A310-325 aircraft, all serial numbers.
Reason:	<p>Following scheduled maintenance, an A310 operator reported finding cracks around the wing top skin panels fastener holes at Rib 2 (LH or RH), between stringers 2 and 14 on some of its aircraft.</p> <p>This condition, if not corrected, may lead to degradation of the structure in this area. An inspection programme is necessary to restore and retain the structural integrity.</p> <p>For the reason described above, this AD requires the implementation of an inspection programme that will ensure that any visible cracks in the wing top skin panels 1 and 2 along Rib 2 are detected in time and repaired appropriately.</p> <p>Note: The General Visual Inspection requested by the existing and applicable Airworthiness Limitation Items (ALI) tasks may not be adequate to detect these cracks.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s)
and Compliance
Time(s):

Required as indicated, unless accomplished previously:

- (1) Accomplish a Detailed Visual Inspection (DVI) around fastener holes in the wing top skin panels 1 and 2, along Rib 2 between the front and rear spars LH and RH side, in accordance with the instructions of Airbus Service Bulletin (SB) A310-57-2096, within the applicable threshold as indicated in Table 1 of this AD, as applicable to the aircraft model and Short Range (SR, average flight time equal to or less than 4 hours) or Long Range (LR, average flight time exceeding 4 hours) use.

Table 1

Affected aircraft	Inspection Threshold, whichever occurs later
A310-203, A310-203C, A310-204, A310-221 and A310-222 aircraft	- Prior to accumulation of 18 700 flight cycles (FC) or 37 400 flight hours (FH) since first flight of the aircraft, whichever occurs first; or - Within 430 FC or 860 FH, whichever occurs first after the effective date of this AD.
A310-304, A310-308, A310-322, A310-324 and A310-325 'SR' aircraft	- Prior to accumulation of 17 300 FC or 48 400 FH since first flight of the aircraft, whichever occurs first; or - Within 400 FC or 1 100 FH, whichever occurs first after the effective date of this AD.
A310-304, A310-308, A310-322, A310-324 and A310-325 'LR' aircraft	- Prior to accumulation of 12 800 FC or 64 300 FH since first flight of the aircraft, whichever occurs first; or - Within 300 FC or 1 450 FH, whichever occurs first after the effective date of this AD.

- (2) At the effective date of this AD, if repairs have already been accomplished as a result of finding skin cracks at rib 2 in the area to be inspected, then the inspection requirements of this AD are not applicable to the repaired area.

The repaired area must continue to be inspected in accordance with the Repair Approval Sheet (RAS), and the rest of the rib 2 area not covered by the repair must be inspected in accordance with the requirements of this AD.

- (3) If no cracks are found, repeat the inspection as required by paragraph 1 of this AD in accordance with the instructions of Airbus SB A310-57-2096 at the interval indicated in Table 2 of this AD, as applicable to the aircraft model and SR or LR use:

Table 2

Affected aircraft	Inspection Interval
A310-203, A310-203C, A310-204, A310-221 and A310-222 aircraft	within 1 700 FC or 3 500 FH, whichever occurs first
A310-304, A310-308, A310-322, A310-324 and A310-325 'SR' aircraft	within 1 600 FC or 4 600 FH, whichever occurs first
A310-304, A310-308, A310-322, A310-324 and A310-325 'LR' aircraft	within 1 200 FC or 6 100 FH, whichever occurs first

	<p>(4) If cracks are found during any inspection as required by paragraph (1) or (3) of this AD, before next flight, repair the aircraft in accordance with the instructions of Airbus SB A310-57-2096. Thereafter, the repaired area must continue to be inspected at the interval indicated in and in accordance with the instructions of the applied repair solution.</p> <p>(5) Within 3 weeks after each inspection as required by this AD, complete the inspection report in accordance with the instructions of Airbus SB A310-57-2096 and send the report to Airbus.</p>
Ref. Publications:	<p>Airbus Service Bulletin A310-57-2096 original issue</p> <p>The use of later approved revisions of this document is acceptable for compliance with requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 07 October 2008. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51).