


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 09-001</p> <p>Date: 16 July 2009</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 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 aeroplanes</p>
<p>TCDS Number : France No. 145</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
ATA 57	Wings – Wing Tip Fences – Inspection / Repair / Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie).
Applicability:	A310-203 aeroplane serial number (MSN) 0454, A310-222 aeroplane MSN 0419, and A310-204, A310-304, A310-308, A310-322, A310-324 and A310-325 aeroplanes, all serial numbers, except aeroplanes which have been modified in accordance with Airbus Service Bulletin (SB) A310-57-2094 (Airbus modification 13395).
Reason:	<p>Three operators of A310-300 series aeroplanes have reported incidents of in-flight loss of wing tip fences. Subsequent inspections of other A310-300 aeroplanes have resulted in finding cracked internal ribs of the wing tip structure. Some A310-200 aeroplanes with a similar design could also be affected. The investigation results indicate that these cracks were due to fatigue.</p> <p>This condition, if not corrected, could result in further incidents of in-flight loss of the wing tip fences, possibly resulting in injury to persons on the ground.</p> <p>For the reason described above, this AD requires repetitive inspections of the wing tip internal structure and, when cracks are detected, repair of the wing tip.</p> <p>The optional replacement of both wing tips on an aeroplane with new design wing tips in accordance with Airbus SB A310-57-2094 constitutes terminating action for the repetitive inspection requirements of this AD.</p>
Effective Date:	[TBD: 14 days after issue date of Final AD]

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

Required as indicated, unless accomplished previously:

- (1) Within the time period indicated in Table 1 of this AD, as applicable, accomplish a visual inspection of the wing tip fence fairing and a "boroscope" inspection of the wing tip internal structure in the area of the wing tip fence attachment on the LH and RH wing in accordance with the instructions of Airbus SB A310-57-2080:

-Table 1-	
Flight Cycles (FC) accumulated (since first flight) on the effective date of this AD:	Compliance time:
Less than 4 600 FC	Prior to accumulating 4 600 FC since first flight
Between 4 600 FC and 15 000 FC	Within 1 000 FC after the effective date of this AD
More than 15 000 FC	Within 250 FC after the effective date of this AD

Inspections and corrective actions accomplished prior to the effective date of this AD in accordance with Airbus SB A310-57-2080 at original issue are acceptable to comply with the requirements of this AD. After the effective date of this AD, repetitive inspections and corrective actions as required by this AD must be accomplished in accordance with Airbus SB A310-57-2080 Revision 01.

- (2) Thereafter, for aeroplanes on which no crack is found during any inspection as required by this AD and on which Airbus SB A310-57-2094 has not been embodied, either repeat the visual inspection of the wing tip fence fairing and the "boroscope" inspection of the wing tip internal structure in the area of the wing tip fence attachment on the LH and RH wing at intervals not to exceed 700 FC in accordance with the instructions of Airbus SB A310-57-2080 Revision 01, or install new design wing tips in accordance with the instructions of Airbus SB A310-57-2094.
- (3) If, during any inspection as required by this AD, any crack is detected in the wing tip internal structure in the area of the wing tip fence LH and RH attachments, and crack(s) detected are within all the limitations specified in Airbus SB A310-57-2080 Revision 01, within 250 FC after detection of the crack(s), either:
- (3.1) Replace or repair the affected rib(s) and/or repair the fence fairing, or replace the wing tip, in accordance with the instructions Airbus SB A310-57-2080 Revision 01, or
- (3.2) Install new design wing tips in accordance with the instructions of Airbus SB A310-57-2094.
- (4) If, during any inspection as required by this AD, any crack is detected, and crack(s) detected exceeds any of the limitations specified in Airbus SB A310-57-2080 Revision 01, before next flight, replace or repair the affected rib(s) and/or repair the fence fairing, or replace the wing tip, in accordance with the instructions Airbus SB A310-57-2080 Revision 01.
- (5) If only ribs WY495 and/or WY501 are replaced, the next inspection of all the ribs is required within 2 000 FC after the replacement of the rib(s). Thereafter, repeat the inspections, and apply any corrective action as necessary and as required by paragraphs (2), (3) and (4) of this AD.
- (6) If ribs WY489, WY495, WY501 and WY507 are replaced during the repair process or if a replacement wing tip is installed, the next inspection of all the ribs is required within 4 600 FC after the replacement of the rib(s) and/or replacement of the wing tip. Thereafter, repeat the inspections and apply any

	<p>corrective action as necessary and as required by paragraphs (2), (3) and (4) of this AD.</p> <p>(7) If ribs are repaired (not replaced), the next inspection of all the ribs is required within 700 FC after the repair. Thereafter, repeat the inspections, and apply any corrective action as necessary and as required by paragraphs (2), (3) and (4) of this AD.</p> <p>(8) Modification of an aeroplane in accordance with the instructions of Airbus SB A310-57-2094 constitutes terminating action for the requirements of this AD.</p>
Ref. Publications:	<p>Airbus SB A310-57-2080 original issue or Revision 01.</p> <p>Airbus SB A310-57-2094 original issue.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 30 July 2009. 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 AD, please contact: AIRBUS SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 93 36 96, Fax:+ 33 5 61 93 44 51).