


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2014-0117</b></p> <p><b>Date: 12 May 2014</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>	
<b>Design Approval Holder's Name:</b> AIRBUS	<b>Type/Model designation(s):</b> A310 aeroplanes
TCDS Number:	France No. 145
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 57</b>	<b>Wings – Spoiler Trailing Edges – Inspection / Repair</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A310 aeroplanes, all certified models, all manufacturer serial numbers.
Reason:	<p>Several cases of delamination on left hand (LH) and right hand (RH) spoilers #2 and #3 have been reported by operators. One case of delamination resulted in a partial detachment of spoiler #2.</p> <p>Subsequent analyses identified that the root causes could be rigging loads, pre-shape curvature, vibration, and a specific design prone to delamination propagation once initiated.</p> <p>This condition, if not detected and corrected, could lead to further in-flight loss of spoilers, possibly resulting in injury to persons on the ground.</p> <p>Airbus issued Service Bulletin (SB) A310-57-2103, providing inspection instructions to detect and correct spoiler delamination.</p> <p>For the reasons described above, this AD requires repetitive inspections of the trailing edges of spoilers #2 and #3 and, depending on findings, accomplishment of applicable corrective action(s).</p>
Effective Date:	26 May 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 30 months after the effective date of this AD, and, thereafter, at intervals not to exceed 30 months, accomplish a special detailed inspection of the trailing edges of LH and RH spoilers #2 and #3 in accordance with the instructions of Airbus SB A310-57-2103.</p>

	<p>(2) If, during any inspection as required by paragraph (1) of this AD, any damage is found, before next flight, accomplish an ultrasonic inspection of the affected spoiler trailing edge to assess the extent of the damage and accomplish the following corrective actions, as applicable:</p> <p>(2.1) If the damage is within the Structural Repair Manual (SRM) limits, accomplish the corrective actions in accordance with the instructions of SRM chapters 51-77-11 or 57-70-00, as applicable.</p> <p>(2.2) If the damage exceeds the SRM limits, contact Airbus for approved repair instructions and accomplish those instructions accordingly, or replace the damaged spoiler with a serviceable part in accordance with the instructions of Airbus SB A310-57-2103.</p> <p>(3) If, during the initial spoiler inspection as required by paragraph (1) of this AD, no damage is found, before next flight, accomplish spoiler rigging in accordance with the instructions of Airbus SB A310-57-2103.</p> <p>Note: Rigging is also required after any re-installation of a spoiler.</p> <p>(4) Spoiler repair or replacement as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD.</p>
Ref. Publications:	<p>Airbus SB A310-57-2103 dated 20 December 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
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. This AD was posted on 13 January 2014 as PAD 14-008 for consultation until 10 February 2014. 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) E-mail: <a href="mailto:continued.airworthiness-wb.external@airbus.com">continued.airworthiness-wb.external@airbus.com</a>.</li> </ol>