


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<b>AD No.: 2014-0200</b>  <b>Date: 08 September 2014</b>  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].	
<b>Design Approval Holder's Name:</b> AIRBUS	<b>Type/Model designation(s):</b> A310 aeroplanes
<b>TCDS Number:</b>	EASA.A.172
<b>Foreign AD:</b>	Not applicable
<b>Supersedure:</b>	This AD supersedes EASA AD 2008-0211 dated 08 December 2008.
<b>ATA 57</b>	<b>Wings – Wing Top Skin Panels 1 and 2 at Rib 2 – Inspection / Repair</b>
<b>Manufacturer(s):</b>	Airbus (formerly Airbus Industrie)
<b>Applicability:</b>	Airbus A310 aeroplanes, all certified models, all manufacturer serial numbers.
<b>Reason:</b>	<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>
<b>Effective Date:</b>	22 September 2014

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

Required as indicated, unless accomplished previously:

(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 concurrently and in sequence in accordance with the instructions of Airbus Service Bulletin (SB) A310-57-2096 Revision 02:

- (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
- (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.

Table 1 – Inspection Threshold and Intervals,  
whichever occurs first, flight hours (FH) or flight cycles (FC)

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

Note 1: For the purpose of this AD, the AFT should be established as follows for the determination of:

- 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.

(2) 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:

- (2.1) Accomplish a DET as required by paragraph (1.1) of this AD, as follows:
  - (2.1.1) For aeroplanes not inspected before the effective date of this AD: Within the initial compliance time defined in Table 1 of this AD.
  - (2.1.2) 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.
- (2.2) 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.
- (2.3) Subsequently, accomplish the actions as required by paragraph (1) of this AD.

	<p>Table 2 - Inspection Intervals for aeroplanes already inspected in accordance with Airbus SB A310-57-2096 at original issue or Revision 01</p> <table border="1" data-bbox="644 286 1407 582"> <tr> <th>Aeroplane Models (AFT)</th><th>Intervals (whichever occurs first, FH or FC, since last inspection)</th></tr> <tr> <td>A310-200</td><td>3 500 FH 1 700 FC</td></tr> <tr> <td>A310-300 (AFT &lt; 4 hours)</td><td>4 600 FH 1 600 FC</td></tr> <tr> <td>A310-300 (AFT ≥ 4 hours)</td><td>6 100 FH 1 200 FC</td></tr> </table> <p>(3) 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.</p> <p>Note 2: Repair on 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.</p>	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
Aeroplane Models (AFT)	Intervals (whichever occurs first, FH or FC, since last inspection)								
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A310-300 (AFT ≥ 4 hours)	6 100 FH 1 200 FC								
Ref. Publications:	<p>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.</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 30 July 2014 as PAD 14-128 for consultation until 27 August 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, Certification 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>								