


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2008-0212</p> <p>Date: 04 December 2008</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 EC 1702/2003, Part 21A.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>	
<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 : This AD supersedes EASA AD 2007-0238R1 dated 26 March 2008</p>	
ATA 53	Fuselage – Upper Frame Bases-to-Arches Junctions from FR43 to FR46 – Modification
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>
<p>Applicability:</p>	<p>Airbus A310-203, A310-203C, A310-204, A310-222, A310-304, A310-308, A310-322, A310-324 and A310-325 aircraft, all serial numbers, except aircraft on which Airbus Service Bulletin (SB) A310-53-2124 original issue (Airbus modification 13023) has been embodied.</p>
<p>Reason:</p>	<p>DGAC France issued AD F-2005-078 to require the modification (Airbus modification 13023), defined in Airbus SB A310-53-2124, to increase the service life of junctions of center box upper frame bases to upper fuselage arches. This structural modification falls within the scope of the work related to the extension of the service life of A310 aircraft and widespread fatigue damage evaluations.</p> <p>The threshold timescales for accomplishment of the tasks as defined in SB A310-53-2124 were refined and reduced. Consequently, EASA issued AD 2007-0238 to require compliance with Revision 1 of SB A310-53-2124 at the reduced compliance times, superseding (the requirements of) DGAC France AD F-2005-078. Subsequently, Airbus identified reference material that was erroneously introduced into Airbus SB A310-53-2124 Revision 1. As a result, the SB instructions could not be accomplished properly. Operators that tried to apply SB A310-53-2124 at Revision 1 had to contact Airbus; see also Airbus SBIT ref. 914.0135/08, dated 03 March 2008.</p> <p>Consequently, AD 2007-0238 was revised to exclude reference to Airbus SB A310-53-2124 Revision 1 and to require accomplishment of the task(s) as described in the original SB A310-53-2124 instead, although retaining the reduced compliance times introduced by AD 2007-0238 at original issue.</p>

	This new AD is published to refer to Airbus SB A310-53-2124 Revision 02, the corrected version that is to be used to meet the requirements of this AD.										
Effective Date:	18 December 2008										
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Accomplish an inspection, followed by cold expansion of the most fatigue sensitive fasteners holes, in accordance with the instructions of Airbus SB A310-53-2124 Revision 02, within the applicable threshold as indicated in Table 1 of this AD, as applicable to the aircraft model and Short Range (SR) use, average flight time (AFT) equal to or less than 3.17 hours, or Long Range (LR) use, AFT exceeding 3.17 hours.</p> <p>Note 1: To establish the average flight time, take the accumulated flight time (counted from the take-off up to the landing) and divide by the number of accumulated flight cycles. This gives the average flight time per flight cycle.</p> <p style="text-align: center;">Table 1</p> <table border="1"> <thead> <tr> <th>Affected aircraft</th> <th>Inspection / Modification Threshold, whichever occurs later</th> </tr> </thead> <tbody> <tr> <td>'SR' aircraft A310-304, A310-308, A310-322, A310-324 and A310-325</td> <td>- Prior to accumulation of 26 500 flight cycles (FC) or 74 300 flight hours (FH) since first flight of the aircraft, whichever occurs first; or - Within the next 3 000 FC after 17 September 2007 [the effective date of AD 2007-0238], without exceeding 29 200 FC or 81 800 FH since first flight, whichever occurs first.</td> </tr> <tr> <td>'LR' aircraft A310-304, A310-308, A310-322, A310-324 and A310-325</td> <td>- Prior to accumulation of 23 400 FC or 117 100 FH since first flight of the aircraft, whichever occurs first; or - Within the next 3 000 FC after 17 September 2007 [the effective date of AD 2007-0238], without exceeding 25 800 FC or 129 000 FH since first flight, whichever occurs first.</td> </tr> <tr> <td>A310-203C aircraft</td> <td>- Prior to accumulation of 21 100 FC or 50 400 FH since first flight of the aircraft, whichever occurs first; or - Within the next 3 000 FC after 17 September 2007 [the effective date of AD 2007-0238], without exceeding 26 000 FC or 62 100 FH since first flight, whichever occurs first.</td> </tr> <tr> <td>A310-203, A310-204, A310-221 and A310-222 aircraft</td> <td>- Prior to accumulation of 23 400 FC or 46 800 FH since first flight of the aircraft, whichever occurs first; or - Within the next 3 000 FC after 17 September 2007 [the effective date of AD 2007-0238], without exceeding 28 800 FC or 57 700 FH since first flight, whichever occurs first.</td> </tr> </tbody> </table> <p>Note 2: Although the thresholds specified in paragraph (1) of this AD are optimised to aircraft utilisation, an operator can choose to use the other range thresholds. Nevertheless, the grace periods are specific to aircraft utilisation</p>	Affected aircraft	Inspection / Modification Threshold, whichever occurs later	'SR' aircraft A310-304, A310-308, A310-322, A310-324 and A310-325	- Prior to accumulation of 26 500 flight cycles (FC) or 74 300 flight hours (FH) since first flight of the aircraft, whichever occurs first; or - Within the next 3 000 FC after 17 September 2007 [the effective date of AD 2007-0238], without exceeding 29 200 FC or 81 800 FH since first flight, whichever occurs first.	'LR' aircraft A310-304, A310-308, A310-322, A310-324 and A310-325	- Prior to accumulation of 23 400 FC or 117 100 FH since first flight of the aircraft, whichever occurs first; or - Within the next 3 000 FC after 17 September 2007 [the effective date of AD 2007-0238], without exceeding 25 800 FC or 129 000 FH since first flight, whichever occurs first.	A310-203C aircraft	- Prior to accumulation of 21 100 FC or 50 400 FH since first flight of the aircraft, whichever occurs first; or - Within the next 3 000 FC after 17 September 2007 [the effective date of AD 2007-0238], without exceeding 26 000 FC or 62 100 FH since first flight, whichever occurs first.	A310-203, A310-204, A310-221 and A310-222 aircraft	- Prior to accumulation of 23 400 FC or 46 800 FH since first flight of the aircraft, whichever occurs first; or - Within the next 3 000 FC after 17 September 2007 [the effective date of AD 2007-0238], without exceeding 28 800 FC or 57 700 FH since first flight, whichever occurs first.
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	<p>and must be respected.</p> <p>(2) For aircraft that have been modified, prior to the effective date of this AD, in accordance with Airbus SB A310-53-2124 at Revision 01, before next flight, contact Airbus for approved instructions (corrective action) and accomplish those instructions accordingly.</p>
Ref. Publications:	<p>Airbus Service Bulletin A310-53-2124 Revision 02.</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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 17 September 2008 as PAD 08-107 for consultation until 01 October 2008. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research 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 – EAW (Airworthiness Office, Telephone: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51).