


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2009-0058</p> <p>Date: 13 March 2009</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 SAS</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> <p>Note: This AD replaces the requirements of § 1.16 of EASA AD 2007-0053R1, which has been revised.</p>		
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<p>ATA 53</p>		<p>Fuselage – Aft Fuselage Lower Tail Plane Cut-out – Inspection</p>
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<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, A310-322, A310-324 aeroplanes models, all serial numbers, except aeroplanes that have received Airbus modification 06146 during production.</p>	
<p>Reason:</p>	<p>A specific area, the <i>lower tail plane cut-out</i> located in the tail cone is subject to an inspection programme specified in the Airbus Service Bulletin (SB) A310-53-2074. EASA issued AD 2007-0053 to require the accomplishment of this SB at Revision 03.</p> <p>Airbus has established that this SB needed to be revised in order to state correct threshold and intervals due to errors introduced at revision 03. Consequently, revision 04 of this SB has been issued, and opportunity was taken :</p> <ul style="list-style-type: none"> - to clarify the inspection area and associated threshold and intervals - to take aeroplane utilisation into consideration, in accordance with the A310 life extension programme. <p>For the reasons stated above, this EASA AD takes over the requirements of paragraph 1.16 of EASA AD 2007-0053R1, which has been revised accordingly, and requires accomplishment of the instructions contained in Airbus SB A310-53-2074 at Revision 04.</p>	
<p>Effective Date:</p>	<p>27 March 2009</p>	

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished :</p> <p>(1) No later than the threshold defined in Airbus SB A310-53-2074 at Revision 04, inspect the lower tail plane cut-out area in the tail cone and, depending on findings, apply corrective measures in accordance with Airbus SB A310-53-2074 Revision 04.</p> <p>Note 1: For aeroplanes previously inspected in accordance with Airbus SB A310-53-2074 revision 03, no further action is required by paragraph (1).</p> <p>(2) Thereafter, repeat the inspection at the intervals and according to the instructions defined in Airbus SB A310-53-2074 Revision 04 and, depending on findings, apply corrective measures.</p> <p>(3) For aeroplanes that, on the effective date of this AD, have already reached or exceeded the inspection threshold or interval, the respective grace period indicated in Table 1 of this AD can be applied, as applicable to aeroplane 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 2: 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" data-bbox="541 891 1428 1563"> <thead> <tr> <th data-bbox="544 893 1040 1005">Affected aeroplanes</th> <th data-bbox="1040 893 1425 1005">Grace period, whichever occurs first after the effective date of this AD</th> </tr> </thead> <tbody> <tr> <td data-bbox="544 1005 1040 1211">A310-203, A310-203C, A310-204 and A310-222 aeroplanes that have exceeded the threshold by 16 500 Flight Cycles (FC) or 33 000 Flight Hours (FH), or the applicable interval by 4 500 FC or 9 000 FH</td> <td data-bbox="1040 1005 1425 1211">within 1 500 FC or 3 000 FH</td> </tr> <tr> <td data-bbox="544 1211 1040 1391">'SR' A310-304, A310-322 and A310-324 aeroplanes that have exceeded the threshold by 10 800 FC or 30 450 FH, or the applicable interval by 3 600 FC or 10 200 FH</td> <td data-bbox="1040 1211 1425 1391">within 1 200 FC or 3 300 FH</td> </tr> <tr> <td data-bbox="544 1391 1040 1563">'LR' A310-304, A310-322 and A310-324 aeroplanes that have exceeded the threshold by 6 750 FC or 33 750 FH, or the applicable interval by 2 250 FC or 11 250 FH</td> <td data-bbox="1040 1391 1425 1563">Within 750 FC or 3 750 FH</td> </tr> </tbody> </table> <p>(4) The application of corrective measures in accordance with Airbus SB A310-53-2074 revision 04 does not constitute terminating action for the repetitive inspection requirements of this AD.</p>	Affected aeroplanes	Grace period, whichever occurs first after the effective date of this AD	A310-203, A310-203C, A310-204 and A310-222 aeroplanes that have exceeded the threshold by 16 500 Flight Cycles (FC) or 33 000 Flight Hours (FH), or the applicable interval by 4 500 FC or 9 000 FH	within 1 500 FC or 3 000 FH	'SR' A310-304, A310-322 and A310-324 aeroplanes that have exceeded the threshold by 10 800 FC or 30 450 FH, or the applicable interval by 3 600 FC or 10 200 FH	within 1 200 FC or 3 300 FH	'LR' A310-304, A310-322 and A310-324 aeroplanes that have exceeded the threshold by 6 750 FC or 33 750 FH, or the applicable interval by 2 250 FC or 11 250 FH	Within 750 FC or 3 750 FH
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Ref. Publications:	<p>Airbus Service Bulletin A310-53-2074 Revision 03 or Revision 04.</p> <p>The use of a later approved revision of this document is acceptable for compliance with the requirements of this AD.</p>								
Remarks :	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD</p> <p>2. This AD was published on 13 January 2009 as PAD 09-014 for consultation until 03 February 2009. The Comment Response Document can be found at http://ad.easa.europa.eu/.</p>								

	<ol style="list-style-type: none"><li data-bbox="512 152 1358 248">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.<li data-bbox="512 264 1422 353">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)
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