


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0186</p> <p>Date: 24 August 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</p>	<p>Type/Model designation(s) :</p> <p>A310 aeroplanes</p>
TCDS Number :	France No. 145
Foreign AD :	Not applicable
Supersedure :	None
ATA 57	Wings – Wing Tip Fences – Inspection / Repair / Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie).
Applicability:	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:	07 September 2009										
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(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:</p> <table border="1" data-bbox="549 465 1444 882"> <thead> <tr> <th colspan="2" data-bbox="549 465 1444 517">-Table 1-</th> </tr> <tr> <th data-bbox="549 517 999 629">Flight Cycles (FC) accumulated (since first flight) on the effective date of this AD:</th> <th data-bbox="999 517 1444 629">Compliance time:</th> </tr> </thead> <tbody> <tr> <td data-bbox="549 629 999 714">Less than 4 600 FC</td> <td data-bbox="999 629 1444 714">Prior to accumulating 4 600 FC since first flight</td> </tr> <tr> <td data-bbox="549 714 999 799">Between 4 600 FC and 15 000 FC</td> <td data-bbox="999 714 1444 799">Within 1 000 FC after the effective date of this AD</td> </tr> <tr> <td data-bbox="549 799 999 882">More than 15 000 FC</td> <td data-bbox="999 799 1444 882">Within 250 FC after the effective date of this AD</td> </tr> </tbody> </table> <p>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.</p> <p>(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.</p> <p>(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:</p> <p>(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</p> <p>(3.2) Install new design wing tips in accordance with the instructions of Airbus SB A310-57-2094.</p> <p>(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.</p> <p>(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.</p> <p>(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</p>	-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
-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										

	<p>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 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 16 July 2009 as PAD 09-001 for consultation until 30 July 2009. The Comment Response Document can be found at http://ad.easa.europa.eu. 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).