


EASA	AIRWORTHINESS DIRECTIVE
	<p style="text-align: center;">AD No.: 2007-0184</p> <p style="text-align: center;">Date: 03 July 2007</p>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.	
Type Approval Holder's Name : AIRBUS SAS	Type/Model designation(s) : A310 Aircraft
TCDS Number: France No. 145	
Foreign AD: Not Applicable	
Supersedure: DGAC France AD F-2000-209-310(B) R1, EASA approval N° 2005-6393	
ATA 53	Fuselage - Centre Section Pick-up Angle at Frame 40 - Inspection
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	AIRBUS A310 aircraft, all certified models, all serial numbers, except aircraft modified in-service in accordance with AIRBUS Service Bulletin (SB) A310-53-2119 (at any revision).
Reason:	<p>As reported by operators, structural damage was found during unscheduled inspections, on pick-up angles at the junction between the wing lower surface and the fuselage skin, at frame 40.</p> <p>An inspection program was rendered mandatory by the Airworthiness Directive (AD) DGAC 2000-209-310(B).</p> <p>In the frame of the A310 Extended Service Goal activities, thresholds and intervals have been modified.</p> <p>This new inspection program is thus rendered mandatory by this present AD which supersedes DGAC AD F-2000-209-310(B) R1.</p>
Effective Date:	17 July 2007
Compliance:	(1) Unless already accomplished in accordance with DGAC AD 2000-209-310(B) original issue or revision 1 mandatory requirements, perform a detail visual inspection of the pick-up angles, and apply the corrective measures if necessary, at the thresholds and in accordance with the instructions defined in AIRBUS SB A310-53-2111 Revision 3.

	<p>(2) From the effective date (ED) of this AD, aircraft which have never been inspected and which have exceeded the inspection threshold defined in SB A310-53-2111 Revision 3 have to be inspected within the following applicable threshold:</p> <ul style="list-style-type: none"> - For A310-200 above 18 000 Flights Cycle (FC) or 42 000 Flights Hours (FH): no later than 300 FC or 600 FH, whichever occurs first**. - For A310-300 above 18 000 FC or 52 200 FH: no later than 290 FC or 800 FH, whichever occurs first** - For all other A310-200: no later than 600 FC or 1 200 FH, whichever occurs first** - For all other A310-300: no later than 580 FC or 1 600 FH, whichever occurs first**. <p>(3) Repeat inspections at the intervals defined in SB A310-53-2111 Revision 3 and take the corrective measures if necessary.</p> <p>From the ED of this AD aircraft which have exceeded the inspection intervals have to be inspected within 50 FC or 250 FH, whichever occurs first**.</p> <p>** Without exceeding the previous values quoted in SB A310-53-2111 Revision 2.</p> <p>(4) After embodiment of SB A310-53-2119, the inspections specified in this directive are no longer required.</p>
Ref. Publications:	<p>AIRBUS Service Bulletin A310-53-2111 Revision 3; and AIRBUS Service Bulletin A310-53-2119 original issue or revision 1 (AIRBUS modification n°12776), or later approved revisions of these documents</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted for consultation on 07 June 2007 as PAD 07-092 until 29 June 2007. No comments were received during the consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - 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, facsimile: + 33 5 61 93 44 51.