

## Airworthiness Directive

**AD No.:** 2021-0257

**Issued:** 17 November 2021

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A310 aeroplanes

**Effective Date:** 01 December 2021

**TCDS Number(s):** EASA.A.172

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section Part 2 / Damage Tolerant Airworthiness Limitation Items – Amendment

### Manufacturer(s):

Airbus, formerly Airbus Industrie

### Applicability:

Airbus A310 aeroplanes, all certified models, all manufacturer serial numbers.

### Definitions:

For the purpose of this AD, the following definitions apply:

**The Variation:** Airbus A310 Airworthiness Limitations Section (ALS) Part 2 Variation 3.5.

**The AMP:** The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane. For Airbus A310 aeroplanes operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph (c).

### Reason:

The airworthiness limitations for Airbus A310 aeroplanes, which are approved by EASA, are currently defined and published in the Airbus A310 ALS document(s). These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

EASA previously issued AD 2019-0091, AD 2020-0112R1 and AD 2021-0205, requiring the actions described in Airbus A310 ALS Part 2 Revision 03 and Variation 3.1, Variation 3.2 and 3.3, and Variation 3.4 respectively.

Since those ADs were issued, Airbus published the Variation, as defined in this AD, which reduces the Limit Of Validity (LOV), reflecting the engineering data that supports the structural maintenance program and that corresponds to the period of time during which it is demonstrated that Widespread Fatigue Damage will not occur, for A310 aeroplanes. This Variation is expected to be incorporated into Airbus A310 ALS Part 2 at the next revision.

For the reason described above, this AD requires compliance with the reduced LOV as specified in the Variation. EASA AD 2019-0091, AD 2020-0112R1 and AD 2021-0205 are not superseded by this AD.

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

Required as indicated, unless accomplished previously:

#### LOV Compliance:

- (1) From the effective date of this AD, comply with the LOV as specified in the Variation, as applicable to aeroplane model and depending on aeroplane configuration.

This AD invalidates the LOV as specified in Airbus A310 ALS Part 2 Revision 03 [EASA AD 2019-0091].

#### AMP Revision:

- (2) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the reduced LOV as specified in the Variation, as applicable to aeroplane model and depending on aeroplane configuration.

#### Ref. Publications:

Airbus A310 ALS Part 2 Variation 3.5 Issue 1 dated 25 October 2021 and Issue 2 dated 26 October 2021.

The use of later approved revisions of the above-mentioned document, or of an ALS revision which includes the technical content of the Variation, is acceptable for compliance with the requirements of this AD.

#### Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.



3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – IIAW (Airworthiness Office)  
E-mail: [continued.airworthiness-wb.external@airbus.com](mailto:continued.airworthiness-wb.external@airbus.com).

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